City Council Agenda
City Council - Regular Session
January 5, 2026
6:00 p.m.

Attending and Viewing the Meeting:
Attend the Meeting in Person: Government Center Council Chamber, 151 4th Street SE
View Meeting: Cable TV on Channels 180 or 188
Watch & Listen via YouTube: City of Rochester, MN - YouTube

If you require a reasonable accommodation to fully participate in the City Council meeting, please complete our reasonable accommodations form at least 2 business days prior to the Council meeting. You can also reach the City Clerk's Office via email (cityclerk@rochestermn.gov), telephone (507-328-2900), or TTY/TDD (507-328-2900) to discuss your accessibility needs.

Pledge of Allegiance

Vision, Principles, and Priorities for the City of Rochester

A. Open Comment Period
View the open comment period guidelines **online**.

A.1. Sign-up In Person 30 Minutes before the meeting. View Open Comment guidelines for additional ways to participate. Virtual participation is not available at this time.

B. Call to Order/Roll Call
C. City Administrator's Report
D. Mayor's Report
E. Order of Agenda
F. Consent Agenda

F.1. Minutes for the City Council Meetings of December 1, 2025, December 8, 2025, and December 22, 2025
Accepting the minutes and video of the December 1, 2025, December 8, 2025, and December 22, 2025, meetings as the official record of the City Council.

F.2. Rochester City Council Annual Appointments to Various Committees, Boards, and Commissions
Approving the 2026 appointments of Councilmembers to various boards, commissions, and committees as indicated in the attached listing.

F.3. Appointments to Boards and Commissions

Approving the Mayoral appointments of:

1. Ryan Tator to the Heritage Preservation Commission, effective immediately, to fill the unexpired term of D. Dobmeyer ending December 31, 2026.
2. David Olson to the Pedestrian and Bicycle Advisory Commission, effective immediately, to fill the unexpired term of K. Kilpatrick ending December 31, 2026.
3. Stewart Rassier to the Sustainability and Resiliency Commission, effective immediately, to their first three-year term ending December 31, 2028 (replacing W. Varela).
4. Liam Arroyo to the Sustainability and Resiliency Commission-Youth Representative, effective immediately, to fill the unexpired term of W. Tran ending December 31, 2027.

F.4. Accounts Payable for January 5, 2026

Approving the listing of total disbursements for January 5, 2026, in the amount of $52,445,294.50, including investment purchases of $32,175,808.50 and accounts payable of $20,269,486.

F.5. 2026 Deposit, Facsimile Signature & Investment Authorization, and Assignment of Securities

Adopting the following Resolutions:

1. Approving the 2026 Designation of Depositories.
2. Approving the 2026 Authorization of Facsimile Signatures.
3. Approving the 2026 Assignment of Securities.

F.6. Annual Designation of Official Newspaper

Adopting designation of the Rochester Post-Bulletin as the official newspaper for 2026 City printing, publishing, and advertising beginning January 5, 2026, at the rate established by Minnesota State Statutes for legal publications.

F.7. Annual Gambling Permit for Rochester Elks Lodge 1091 at Kinney Creek Brewery

Adopting a Resolution authorizing an annual premises gambling permit for Rochester Elks Lodge 1091, operating out of Kinney Creek Brewery, located at 1016 7th St NW.

F.8. Rochester Downtown Alliance: Social Ice 2026 Community Festival

Adopting a Resolution approving the special event permit application for the Rochester Downtown Alliance: Social Ice 2026 Community Festival and officially declaring the event a community festival.

F.9. Cornerstone OnDemand for Learning Management System (LMS)

Authorizing a Renewal Contract with Cornerstone OnDemand, in the amount of $95,841.91, from Dec. 26, 2025 - Dec. 25, 2026, for continued access to Cornerstone Learning Management System (LMS).

F.10. Broker Selection and Listing Agreement for Marketing of the Vacant Land Adjacent to Fire Station 2

Adopting a Resolution authorizing Dialect Real Estate Advisors to select and proceed with a listing agreement with North Rock Real Estate as the exclusive brokerage firm for the marketing and sale of the approximately 1.1-acre parcel of vacant land adjacent to Fire Station 2.

F.11. 2026-28 Collective Bargaining Agreement – Engineering Technicians' Association

Adopting a Resolution approving the recommended changes to the collective bargaining agreement with the Engineering Technicians' Association, for the years 2026-28.

F.12. Downtown Historic District Property Preservation Program Funding

Adopting a Resolution authorizing Downtown Property Preservation Program funding (GSIA) in the amount of $76,495 for the property located at 328 South Broadway.

F.13. Bid Advertisement: Mayo Civic Center Marquee Sign and Mayo Park Improvements

1. Authorizing advertisement for bids and scheduling a bid opening date upon approval of plans from the United States Economic Development Agency grant team for the Mayo Civic Center Marquee Sign and Mayo Park Upgrades Project.
2. Approving a Memorandum of Understanding with Experience Rochester for local match portion of project cost.

F.14. Contract Award: Security Equipment for Mayo Civic Center

Awarding a contract in the amount of $88,666 to CEIA USA for the purchase of four (4) security Opengate screening stations for use at the Mayo Civic Center.

F.15. Revocable Permit and Agreement with DT Roch MF LLC for Private Improvements in the Public Right-of-Way

Authorizing a Revocable Permit and Agreement ("the agreement") with DT Roch MF LLC for encroachment of a building overhang and various balconies into the 2nd Ave SW, 5th St SW, and public alley right-of-ways.

F.16. Revocable Permit and Agreement with CityView Flats, LLC - Private Sanitary Sewer Service on City Property

Authorizing a revocable permit and agreement ("the agreement") with CityView Flats, LLC for placement of a private sanitary sewer service on City property.

F.17. Environmental Assessment Worksheet No. CD2025-004ENV, by Pulte Homes of Minnesota, LLC

Adopting a Resolution accepting and approving a negative declaration of the Environmental Assessment Worksheet (EAW) No. CD2025-004ENV, by Pulte Homes of Minnesota, LLC, for the future development of 300 single-family residential units.

F.18. Design Variance to the State Aid Route Standards for 6th Street Bridge, Neighborhood Safety & Riverfront Improvements Project

Adopting a Resolution requesting a design variance from the Minnesota Department of Transportation (MnDOT) State Aid Operations Rules design standards for the 6th Street Bridge, Neighborhood Safety & Riverfront Improvements Project.

F.19. 2026 Minnesota Department of Transportation: Active Transportation Planning Assistance Grant

Adopting a Resolution authorizing the submission of an application to the Minnesota Department of Transportation for Active Transportation Planning Assistance and authorizing the City Administrator to execute related documents, if awarded.

F.20. Rochester Technology Campus Final Alternative Urban Areawide Review

Adopting a Resolution approving the Final Alternative Urban Areawide Review and Record of Decision for Rochester Technology Campus

F.21. Land Swap Purchase Agreement between the City of Rochester and Onward Investors Value Fund III, LP

Authorizing a Land Swap Purchase Agreement a land swap agreement between the City of Rochester and Onward Investors Value Fund III, LP.

F.22. Grid North Partners Joint Development Agreement for Rochester Public Utilities' Participation in the Mankato to Mississippi River Transmission Project

Adopting a Resolution approving the following:

1. Executing the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600; and
2. Delegating authority to the RPU project manager to perform the acts to execute the project; and
3. Delegating the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution; and
4. Delegating the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CAPX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities.

F.23. Amendments to Destination Medical Center Corporation (DMCC) Articles of Incorporation and Funding Agreements

Adopting a Resolution approving amendments to the following agreements to reflect a DMCC biennial budget:

1. The First Amendment to Amended and Restated Articles of Incorporation of DMCC.
2. The First Amendment to Agreement for DMCC Funding and Support.
3. The Second Amendment to the Working Capital Loan Agreement – DMCC and City.
4. The Second Amendment to the Working Capital Loan Agreement – DMCC and EDA.

Public Hearing Guidelines

View the public hearing guidelines online.

Sign-up In Person 30 Minutes before the meeting. View Public Hearing guidelines for additional ways to participate. Virtual participation is not available at this time.

G. Public Hearings

G.1. Reconstruction of Center Street E from the Zumbro River Bridge to 11th Ave NE/SE - Project No. J7348

Adopting a Resolution levying the proposed assessments related to the Reconstruction of Center Street E from the Zumbro River Bridge to 11th Ave NE/SE - Project No. J7348

G.2. Zone Change No. CD2025-006ZC by Oak Grove RST LLC

1. Approving Zone Change No. CD2025-006ZC, by Oak Grove RST LLC, amending the zoning designation on a 13-acre site from AG (Agriculture) to R-1 (Mixed Use Single Family); and
2. Directing the City Attorney to prepare an Ordinance for First Reading.

G.3. Major Land Subdivision No. CD2025-041PLAT by Oak Grove RST LLC

Adopting a Resolution Approving Major Land Subdivision No. CD2025-041PLAT, by Oak Grove RST LLC, to be known as Prairie Oaks, with nine conditions, for the subdivision of 15 acres into 37 Lots and two Outlots.

G.4. Major Land Subdivision No. CD2025-042PLAT by Pulte Homes of Minnesota LLC

Adopting a Resolution approving Major Land Subdivision No. CD2025-042PLAT, by Pulte Homes of Minnesota LLC, to subdivide approximately 141 acres into 300 residential lots and six outlots.

H. Reports and Recommendations

I. Council Initiated Actions

I.1. **Council Initiated Action – Resolution Reaffirming Rochester's Support for Its Somali Community and Commitment to Inclusion**
Considering a Council Initiated Action (CIA) requesting that City Council adopt a resolution reaffirming Rochester's support for its Somali community and commitment to inclusion.

J. Ordinance First Readings

J.1. **Historic Landmark Designation - 225 NW 1st Ave - Central Park**
Receiving and filing the First Reading designating Central Park as a local historic landmark site and amending the zoning map to reflect the historic landmark site.

K. Ordinance Second Readings

K.1. **Text Amendment No. CD2025-001TA by the City of Rochester**
Adopting an Ordinance approving Text Amendment No. CD2025-001TA, to amend language in various areas of the Unified Development Code (UDC).

L. Tabled Items

M. Other Business

N. Adjournment



Vision, Principles & Priorities

Community Vision

Rochester is a City that cares. Where all people are treated with dignity and respect. Where residents, employees, and visitors enjoy a high quality of life. Where business and industry thrive, and where the land and environment are renewed and sustained for the benefit of all. It is a welcoming and diverse community.

- Renowned for its reputation as a center for growth and innovation.
- Characterized by its safe and friendly neighborhoods.
- Committed to health and wellness for its people.
- Connected both physically and socially.
- Dedicated to the sustainable and responsible use of public resources.

Strategic Priorities

We will focus our resources and initiatives to drive progress in these areas:

- Economic Resilience
- Housing Access
- Inclusive Growth Management
- Responsible Environmental Stewardship
- Transformational Capital Projects

Organizational Vision

A vibrant, compassionate, innovative team.

Foundational Principles

We will approach every action and decision through a lens of:

- Compassion
- Fiscal Responsibility and Sustainability
- Inclusive Decision-Making
- Public Safety
- Quality Services
- Social Equity

CITY OF ROCHESTER MINNESOTA

Open Comment Period Participation Guidelines

The **Open Comment Period** provides the community with an opportunity to address the City Council on a topic of their choice.

The following speaker guidelines apply:

- ✓ Open Comment Period is limited to 20 minutes.
- ✓ Each speaker may speak for up to two (2) minutes until the 20-minute period is exhausted.
- ✓ Speakers may only speak at one (1) Open Comment Period per calendar month.
- ✓ Speakers may not yield their time to another speaker.

If speakers have exhibits to share with the Council:

- ✓ Community members are encouraged to share information in advance by emailing materials directly to the Council at citycouncil@rochestermn.gov.
- ✓ Printed materials brought to the meeting should be handed to the City Clerk.
- ✓ The Clerk will place materials in Council mailboxes & attach them to the meeting record.
- ✓ The City Clerk does not create materials, make copies, run slideshows, or play video for speakers during the Open Comment Period.

Items on the agenda for a public hearing may not be discussed during Open Comment.

Matters currently under negotiation, litigation, or related to personnel will not be discussed during Open Comment.

Currently virtual participation is not available. If you are unable to attend in-person to provide public comment, or you would prefer to submit your comments through a different medium, the following contact methods are also available:

- ✓ Email the City by Noon on the day of the meeting publiccomment@rochestermn.gov and your comment will be distributed to the City Council prior to the meeting that day.

- ✓ Fill out a written open comment form in-person at the Council Meeting and give it to the Clerk.

- ✓ Send an open comment In the mail to:

  City of Rochester - City Clerk
  201 4th St SE, Ste 135
  Rochester, MN 55904

- ✓ Send an email to your individual Councilmember – find their email addresses on the City's website under City Council – Council Members.
- ✓ Send an email to the full Council at citycouncil@rochestermn.gov.

Questions? Contact the City Clerk's Office: 507-328-2900 or cityclerk@rochestermn.gov

F.1

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Minutes for the City Council Meetings of December 1, 2025, December 8, 2025, and December 22, 2025

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Clerk

AGENDA SECTION:
Consent Agenda

PRESENTER:
Ann Kasel

Action Requested:
Accepting the minutes and video of the December 1, 2025, December 8, 2025, and December 22, 2025, meetings as the official record of the City Council.

Report Narrative:
The Minutes are the official record of the Rochester, Minnesota, City Council. Official minutes of the City Council take record of attendance, the beginning and ending of the meeting, and all actions taken by the Council, with motions and votes. For dialogue and discussion on the items, please refer to the corresponding video found on the City Council Meetings page under "Past Meetings & Video Archives."

Priorities & Foundational Principles:
Quality Services
Social Equity

Policy Considerations & DEI Impact:
Minutes for every meeting are accepted and published by the City Clerk as required by law to promote transparency and ease of access to official Council documents and recordings.

Prior Legislative Actions & Community Engagement:
Minutes are adopted for each meeting.

Fiscal & Resource Impact:
No fiscal impact to report.

Alternative Action(s):
No alternative actions are suggested at this time.

Prepared By:
Ann Kasel

Attachments:
Minutes - December 1, 2025 - City Council

Minutes - December 8, 2025 - City Council

CITY OF ROCHESTER, MINNESOTA
City Council MINUTES

Attending and Viewing the Meeting:

City Council President Schubring called the meeting to order at 6:00 p.m.

Pledge of Allegiance

Vision, Principles, and Priorities for the City of Rochester

Vision, Principles and Priorities

A) *Open Comment Period*

A.1) Sign-up In Person 30 Minutes before the meeting. View Open Comment guidelines for additional ways to participate. Virtual participation is not available at this time.

Open Comment Period Guidelines

The open comment period was open. The following person was called to speak:
1. Casey McGregor

L. Parker Written Comment

B) *Call to Order/Roll Call*

Attendee Name	Status
Randy Schubring	Present
Patrick Keane	Present
Nick Miller	Present
Norman Wahl	Present
Andy Friederichs	Present
Shaun Palmer	Present
Dan Doering	Present
Kim Norton	Present

C) *City Administrator's Report*

D) *Mayor's Report*

E) *Order of Agenda*

Approved Order of Agenda.

MOVER: Norman Wahl
SECONDER: Dan Doering
AYES: Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT: **APPROVED [UNANIMOUS]**

F) Consent Agenda

F.1) Minutes for the City Council Meeting of November 17, 2025

Official Act: Accepted Official Act No. 350-25 the minutes and video of the November 17, 2025, meeting as the official record of the City Council.

Cover Page

November 17, 2025 City Council Minutes

F.2) Accounts Payable for December 1, 2025

Official Act: Approved Official Act No. 351-25 the listing of total disbursements for December 1, 2025, in the amount of $15,815,312.66, including investment purchases of $0 and accounts payable of $15,815,312.66.

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F.3) Reappointments to Boards and Commissions

Official Act: Approved Official Act No. 352-25 the Mayoral reappointments of:

Chad Boeddeker to the Heritage Preservation Commission, effective January 1, 2026, for their first three-year term ending December 31, 2028.
Tyjuan Connell to the Heritage Preservation Commission, effective January 1, 2026, for their first three-year term ending December 31, 2028.
Ryan Mihalak to the Library Board, effective January 2, 2026, for their first three-year term ending January 1, 2029.
Ethan Swanson to the Pedestrian and Bicycle Advisory Commission, effective January 1, 2026, for their first three-year term ending December 31, 2028.
Paula (Wright) LaRochelle to the Pedestrian and Bicycle Advisory Commission, effective January 1, 2026, for their first three-year term ending December 31, 2028.
Lisa Ross to the Planning and Zoning Commission, effective January 1, 2026, for their first three-year term ending December 31, 2028.
Jeremy Andrist to the Planning and Zoning Commission, effective January 1, 2026, for their second three-year term ending December 31, 2028.
Nicolas Yost to the Planning and Zoning Commission, effective January 1, 2026, for their first three-year term ending December 31, 2028.
Roger Friedli to the Police Policy Oversight Commission, effective January 1, 2026, for their second three-year term ending December 31, 2028.
Edward Cohen to the Sustainability and Resiliency Commission, effective January 1, 2026, for their first three-year term ending December 31, 2028.
Amy Caucutt to the Sustainability and Resiliency Commission, effective January 1, 2026, for their second three-year term ending December 31, 2028.

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F.4) 2026-28 Collective Bargaining Agreement – International Association of Firefighters, Local 520

Official Act: Adopted Resolution No. 288-25 approving the recommended changes to the collective bargaining agreement with the International Association of Firefighters, Local 520, for the years 2026-2028.

Cover Page

F.5) Summary of Performance Evaluation for City Administrator Alison Zelms

Official Act: Approved Official Act No. 353-25 summary of City Administrator's performance based on the closed session of the City Council held November 24th, 2025, with the meeting being closed pursuant to Minn. Stat. 13D.05, subd. 3(a).

Cover Page

F.6) Budget Amendment for the 2025 Water Utility Related to Water Main Oversizing Expenses

Official Act: Adopted Resolution No. 289-25 authorizing a budget amendment for the water utility to convert water main oversizing reimbursement costs up to $1,075,000 from a water utility capital expense to a water connection charge expense for fiscal year 2025.

Cover Page

Exhibit - RPU Board Resolution - Water Utility Budget Amendment

F.7) Bid Advertisement: North Broadway Park and Ride - Project No. J2114

Official Act: Authorized Official Act No. 354-25 the advertisement for bids and scheduling a bid opening at a time to be determined for the construction of the North Broadway Park and Ride.

Cover Page

F.8) (Moved to H.2 for discussion) Contract Amendment with Toole Design Group for Transportation Planning and Engineering Design Services - Project Number J8908

F.9) Purchase of Hand-Held Global Positioning System Unit

Official Act: Authorized Official Act No. 356-25 the purchase of one Trimble Global Positioning System (GPS) unit from Frontier Precision in the amount of $14,176.70 to provide survey-grade precision information gathering for construction and maintenance of City infrastructure.

Cover Page

Quote - Frontier Precision Hand-Held Global Positioning System Unit

F.10) First Amendment to the Rochester MN Sports Services Agreement and Executing the 12-Month Term Extension

Official Act: Authorized Official Act No. 357-25 the First Amendment to extend the term of the 2019 Rochester MN Sports Services Agreement through December 31, 2026, providing the City with the option to renew for additional three-year periods, and authorizing City staff to execute the amendment.

Cover Page

First Amendment - Rochester MN Sports Services Agreement

Services Agreement - Rochester MN Sports (2019)

Approved the Consent Agenda in block items F.1 to F.7 and F.9 to F.10.

MOVER:	Nick Miller
SECONDER:	Patrick Keane
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

Public Hearing Guidelines

Sign-up In Person 30 Minutes before the meeting. View Public Hearing guidelines for additional ways to participate. Virtual participation is not available at this time.

Public Hearing Guidelines

G) Public Hearings

G.1) Adoption of the 2026 Property Tax Levy, 2026-2027 Operating Budget, and 2026-2031 Capital Improvement Plan (CIP) Budget

Official Act: Adopted Resolutions approving the following:

Resolution No. 291-25 2026-2027 Operating Budget.
Resolution No. 292-25 2026-2031 Capital Improvement Plan Budget.
Resolution No. 290-25 2026 General Tax Levy of $118,284,623.
Resolution No. 293-25 2026-2027 Electric and Water Utility Budgets (in concurrence with the Rochester Public Utility Board.)
Resolution No. 294-25 2026 Electric and Water Utility rate, fee, and tariff adjustments (in concurrence with the Rochester Public Utility Board.)

Approved Official Act No. 358-25 payment in lieu amounts for 2026 in the amounts of $848,742 for Parking in Lieu, $2,074,800 for Sewer Utility in Lieu, and $713,190 for Storm Water Utility in Lieu.

City Administrator Alison Zelms presented the item.
Deputy City Administrator Aaron Parrish answered questions on the item.
Rochester Public Utilities General Manager Tim McCollough answered questions on the item.
Parks and Rec Director Paul Widman answered questions on the item.

The public hearing was opened. The following persons were called to speak:
1. James Anklen
2. Molly Dennis

Having no additional persons wishing to speak, the public hearing was closed.

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December 1, 2025 Presentation - 2026-2027 City Budget

Exhibit - 2026-2027 RPU Rate Schedule

Exhibit - 2026-2027 RPU Adopted Annual Operating Plan

Exhibit - 2026-2027 RPU Board Adopted Resolutions for Electric and Water

Main Motion: Moved by Council Member Keane, seconded by Council Member Miller,

Adopting Resolutions approving the following:
1. 2026-2027 Operating Budget.
2. 2026-2031 Capital Improvement Plan Budget.
3. 2026 General Tax Levy of $118,284,623.
4. 2026-2027 Electric and Water Utility Budgets (in concurrence with the Rochester Public Utility Board.)
5. 2026 Electric and Water Utility rate, fee, and tariff adjustments (in concurrence with the Rochester Public Utility Board.)

And Approving payment in lieu amounts for 2026 in the amounts of $848,742 for Parking in Lieu, $2,074,800 for Sewer Utility in Lieu, and $713,190 for Storm Water Utility in Lieu.

(First Amendment to Main Motion) Amending the motion to take $500,000 from the Contingency Fund for 2025 to apply for the budget.

MOVER: Shaun Palmer
SECONDER: Andy Friederichs
AYES: Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS: Randy Schubring, Patrick Keane, Nick Miller, Dan Doering
RESULT: **DENIED [3 - 4]**

(Second Amendment to Main Motion) Amending the motion to not fund the ADA Management Coordinator at $153,000.

MOVER: Shaun Palmer
SECONDER: Andy Friederichs
AYES: Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS: Randy Schubring, Patrick Keane, Nick Miller, Dan Doering
RESULT: **DENIED [3 - 4]**

(Third Amendment to Main Motion) Amending the motion to not fund the North Maintenance Position until next year when the building is open and running and save $134,000.

MOVER: Shaun Palmer
SECONDER: Andy Friederichs
AYES: Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS: Randy Schubring, Patrick Keane, Nick Miller, Dan Doering
RESULT: **DENIED [3 - 4]**

(Fourth Amendment to Main Motion) Amending the motion to delay the new position of arborist by 2026 and 2027 to save $124,000.

MOVER: Shaun Palmer
SECONDER: Andy Friederichs
AYES: Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS: Randy Schubring, Patrick Keane, Nick Miller, Dan Doering
RESULT: **DENIED [3 - 4]**

(Fifth Amendment to Main Motion) Amending the motion to reduce the budget for the library by $245,000.

MOVER: Shaun Palmer
SECONDER: Andy Friederichs

AYES: Andy Friederichs, Shaun Palmer
NAYS: Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Dan Doering
RESULT: **DENIED [2 - 5]**

(Vote on Main Motion): Adopted Resolutions approving the following:

Resolution No. 291-25 2026-2027 Operating Budget.
Resolution No. 292-25 2026-2031 Capital Improvement Plan Budget.
Resolution No. 290-25 2026 General Tax Levy of $118,284,623.
Resolution No. 293-25 2026-2027 Electric and Water Utility Budgets (in concurrence with the Rochester Public Utility Board.)
Resolution No. 294-25 2026 Electric and Water Utility rate, fee, and tariff adjustments (in concurrence with the Rochester Public Utility Board.)

Approved Official Act No. 358-25 payment in lieu amounts for 2026 in the amounts of $848,742 for Parking in Lieu, $2,074,800 for Sewer Utility in Lieu, and $713,190 for Storm Water Utility in Lieu.

MOVER: Patrick Keane
SECONDER: Nick Miller
AYES: Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Dan Doering
NAYS: Shaun Palmer
RESULT: **APPROVED [6 - 1]**

H) Reports and Recommendations

H.1) Site Development Agreement with Mayo Clinic for Conditional Site Plan Approval for the Construction of the North Arrival Center and the South Parking Ramp

Official Act: Authorized Official Act No. 359-25 a Site Development Agreement with Mayo Clinic, a Minnesota non-profit organization for conditional site plan approval for the construction of the North Arrival Center and the South Parking ramp as part of Bold. Forward. Unbound in Rochester.

Deputy City Administrator Cindy Steinhauser presented the item.
Community Development Director Irene Woodward answered questions on the item.
Outside Legal Counsel Rachel Tierney was available for answering questions on the item.
Assistant City Administrator Ryan Yetzer spoke to the item.

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Presentation - Mayo Campus Site Dev Plan Agreement Nov 2025

Agreement - SDP Agreement North Arrival Project (FULL w Exhibits)

Agreement - SDP Agreement South Parking Ramp (FULL w Exhibits)

Authorized Official Act No. 359-25 a Site Development Agreement with Mayo Clinic, a Minnesota non-profit organization for conditional site plan approval for the construction of the North Arrival Center and the South Parking ramp as part of Bold. Forward. Unbound in Rochester.

MOVER: Andy Friederichs
SECONDER: Patrick Keane
AYES: Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering

RESULT: **APPROVED [UNANIMOUS]**

Meeting went into Recess at 7:46 p.m.

Meeting Reconvened at 7:53 p.m.

H.2) (previously item F.8) Contract Amendment with Toole Design Group for Transportation Planning and Engineering Design Services - Project Number J8908

Official Act: Authorized Official Act No. 355-25 Contract Amendment No.2 for Project No. J8908, "Reimaging 6th Avenue West and Reconnecting the Downtown Mobility Network" in an amount not to exceed $76,000 for needed preliminary engineering work on the 6th Avenue West corridor and evaluation of 2nd Ave SW as the new potential bike route.

Director of Construction Steve Sampson Brown spoke on the item and answered questions.

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Contract - Toole Amendment 2 Prelim Design & 2nd Ave

Main Motion: Moved by Council Member Palmer, seconded by Council Member Miller, authorizing Contract Amendment No.2 for Project No. J8908, "Reimaging 6th Avenue West and Reconnecting the Downtown Mobility Network" in an amount not to exceed $76,000 for needed preliminary engineering work on the 6th Avenue West corridor and evaluation of 2nd Ave SW as the new potential bike route.

(Amendment to Main Motion) Amending to remove the Second Avenue portion of Project No. J8908, "Reimagining 6th Avenue West and Reconnecting the Downtown Mobility Network" in an amount not to exceed $56,000 for needed preliminary engineering work on the 6th Avenue West corridor.

MOVER:	Shaun Palmer
SECONDER:	Andy Friederichs
AYES:	Andy Friederichs, Shaun Palmer
NAYS:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Dan Doering
RESULT:	**DENIED [2 - 5]**

Authorized Official Act No. 355-25 Contract Amendment No.2 for Project No. J8908, "Reimaging 6th Avenue West and Reconnecting the Downtown Mobility Network" in an amount not to exceed $76,000 for needed preliminary engineering work on the 6th Avenue West corridor and evaluation of 2nd Ave SW as the new potential bike route.

MOVER:	Shaun Palmer
SECONDER:	Nick Miller
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

I) Council Initiated Actions

I.1) Council Initiated Action - Allocating Funds for Salvation Army Security Needs and Rental Assistance Program

Official Act: Accepted Official Act No. 360-25 to instruct the staff to enter into

a micro contract with the Salvation Army to provide services for their dental and health clinic and rental assistance for $20,000 out of the 2025 Contingency Fund.

Council Member Palmer presented the item.
Administrator Alison Zelms answered questions on the item.

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Council Initiated Action - Salvation Army Rental & Security Assistance

Report - Salvation Army Rental Assistance

Report - Salvation Army Security Concerns

Official Act No. 360-25: Motion to instruct the staff to enter into a micro contract with the Salvation Army to provide services for their dental and health clinic and rental assistance for $20,000 out of the 2025 Contingency Fund.

MOVER:	Shaun Palmer
SECONDER:	Dan Doering
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

Clerk's Note: This item was vetoed by Mayor Norton. The veto automatically places the item back on the next agenda for reconsideration. To override a veto, the item must pass with a supermajority of the body voting Aye (5 regardless of quorum). The item may only be considered as it was passed. No amendments may be made.

Mayor's Veto Letter

J) Ordinance First Readings

J.1) Text Amendment No. CD2025-001TA by the City of Rochester

Official Act: Received and Filed the First Reading of Text Amendment No. CD2025-001TA, to amend language in various areas of the Unified Development Code (UDC).

Cover Page

Ordinance - CD2025-001TA

K) Ordinance Second Readings

K.1) 2026 Master Fee Schedule

Official Act: Adopted Ordinance No. 4575 establishing the 2026 Master Fee Schedule.

Cover Page

Ordinance - 2026 Master Fee Schedule

Adopted Ordinance No. 4575 establishing the 2026 Master Fee Schedule.

MOVER:	Patrick Keane
SECONDER:	Nick Miller
AYES:	

Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT: **APPROVED [UNANIMOUS]**

K.2) Adopting an Ordinance Repealing and Updating with a Replacement of the Rochester Code of Ordinances Chapter 8-11 Relating to Special Events

Official Act: Adopted the proposed Ordinance No. 4576 amendments to the Rochester Code of Ordinances Chapter 8-11 Relating to Special Events.

Cover Page

Ordinance- Repealing and Replacing Chapter 8-11 Relating to Special Events

Adopted the proposed Ordinance No. 4576 amendments to the Rochester Code of Ordinances Chapter 8-11 Relating to Special Events.

MOVER: Nick Miller
SECONDER: Dan Doering
AYES: Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT: **APPROVED [UNANIMOUS]**

L) Tabled Items

M) Other Business

N) Adjournment

Adjournment at 8:09 p.m.

MOVER: Andy Friederichs
SECONDER: Nick Miller
AYES: Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT: **APPROVED [UNANIMOUS]**

Ann M. Kasel
City Clerk
If you need assistance finding information about an item on this agenda, please contact the City Clerk's Office at (507) 328-2900 or email cityclerk@rochestermn.gov.

CITY OF ROCHESTER, MINNESOTA
City Council MINUTES

Attending and Viewing the Meeting:

City Council President Schubring called the meeting to order at 6:00 p.m.

Pledge of Allegiance

Vision, Principles, and Priorities for the City of Rochester

Vision, Principles and Priorities

A) Open Comment Period

A.1) Sign-up In Person 30 Minutes before the meeting. View Open Comment guidelines for additional ways to participate. Virtual participation is not available at this time.

Open Comment Period Guidelines

The following persons provided open comment:

1. Lindsay Williams
2. Molly Dennis
3. John Flagg

Rev. C. Clarkson Written Comment

B) Call to Order/Roll Call

Attendee Name	Status
Randy Schubring	Present
Patrick Keane	Present
Nick Miller	Present
Norman Wahl	Present
Andy Friederichs	Present
Shaun Palmer	Present
Dan Doering	Present
Kim Norton	Present

C) City Administrator's Report

D) Mayor's Report

E) Order of Agenda

Order of Agenda

MOVER:	Patrick Keane
SECONDER:	Andy Friederichs
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

F) Consent Agenda

F.1) Accounts Payable for December 8, 2025

Official Act: Approved Official Act No. 361-25 the listing of total disbursements for December 8, 2025, in the amount of $16,537,822.64, including investment purchases of $0 and accounts payable of $16,537,822.64.

Cover Page

F.2) (Moved to H.7 for discussion) Appointments to Boards and Commissions

F.3) Enterprise Resource Planning Contracts

Official Act: Approved Official Act No. 363-25 execution of the following agreements related to the Enterprise Resource Planning Software Project allowing the City Administrator and City Attorney to approve minor modifications for final form including:

1. Executing finalized agreement for SAP / HCL Tech's Proposal for Enterprise Resource Planning software and related services including Sodales and Euna;
Executing agreements with Abdo Financial Services for Chart of Accounts and Implementation Support;
2. Authorizing the RPU Budget amendment contingent on RPU Board Approval and overall City investment outlined in the Fiscal and Resource Impact Section.

Cover Page

Presentation - Enterprise Resource Planning Software

Contract - HCLTech Statement of Work

Contract - SAP - Primary Order Form.pdf

Contract - SAP - Business Technology Platform - Order Form

Contract - SAP - Concur Order Form

Contract - Euna - Order Form and Statement of Work

Contract - HCLTech - Master Service Agreement.pdf

Sodales - General Terms and Conditions

Contract - Sodales - Order Form

Proposal - Abdo - Chart of Accounts Mapping

Proposal - Abdo - Staff Augmentation

Supplement - High Level Project Timeline.png

Agreement - Data Processing Agreement for Cloud Services, SAP Support and SAP Services

Project Supplement - Deliverable Expectation Document (DED).docx

Project Supplement - Payroll and Time Entry Transition Strategy.pdf

Project - Supplement - Joint Interface Inventory.xlsx

Project Supplement - Staffing and Resource Requirements.docx

Project Supplement - Exhibit X (Joint Requirements from RFP) .xlsx

SAP General Terms and Conditions for Cloud Services

SAP Business Data Cloud Supplement

SAP Concur Service Description Guide

SAP Product Development Schedule

SAP Scope Document for Transformation Preparation Service for SAP Business Suite

SAP Service Level Agreement for Cloud Services

SAP Service Level Agreement for Private Cloud Edition Services and Tailored Option Services

SAP AI Units Supplement

SAP Support Schedule for Cloud Services

SAP Business Technology Platform Supplement

SAP Business Data Cloud Supplement

SAP Cloud ERP Private and RISE with SAP S_4HANA Cloud, private edition Supplement

SAP Cloud Infrastructure Supplement

SAP Joule for Developers, ABAP AI capabilities Supplement

SAP SuccessFactors HCM Suite Supplement

SAP WalkMe Supplement

F.4) Contract Amendment for 2025 Pedestrian Ramps in Various Locations - Project No. J4738

Official Act: Official Act No. 364-25:

1. Approving an increase of $3,072.93 in Developer Contributions (J8209) and adding $9,341.04 in Sidewalk Gap Fill Funding (J4649), resulting in a total project budget of $103,209.87 and;
2. Amending the contract with Legends Concrete, Inc. for a new total

construction contract of $97,696.36, for additional pedestrian ramps and sidewalk constructed.

Cover Page

Exhibit - 2025 Pedestrian Ramps in Various Locations - Proj. No J4738

F.5) Contract Amendment with Short Elliot Hendrickson for Professional Engineering Design Services for Reconstruction of Center St E - Project No. J7348

Official Act: 1. Authorized Official Act No. 365-25 a Contract Amendment with Short Elliot Hendrickson (SEH) Inc. in the amount of $151,475 for Reconstruction of Center St E from the Zumbro River Bridge to 11th Ave E- Project No. J7348.
2. Adopted Resolution No. 295-25 accepting the plans and specifications and ordering the advertisement for bids for the Reconstruction of Center Street E from the Zumbro River Bridge to 11th Ave NE/SE - Project No. J7348

Cover Page

Project Location Map - Project No. J7348

Contract Amendment - Reconstruction of Center St E - Project No. J7348

F.6) Revocable Permit and Agreement with E & K Funk Properties LLC - Private Storm Pipe in Easement

Official Act: Authorized Official Act No. 366-25 a revocable permit and agreement ("the agreement") with E & K Funk Properties LLC for placement of private storm pipe within a drainage and utility easement.

Cover Page

Revocable Permit & Agreement - E & K Funk Properties LLC - Storm Pipe in Ease

F.7) Utility Connection Agreement with Jose R. Navarro & Gina Ramirez - 1239 11th Ave SE

Official Act: Authorized Official Act No. 367-25 the following:

Utility Connection Agreement with Jose R. Navarro & Gina Ramirez to allow connection of their property to the municipal sanitary sewer system and;
Certification with the Olmsted County Auditor for the collection of unpaid associated charges and interest as outlined in the agreement.

Cover Page

Utility Connection Agreement - Navarro Ramirez - 1239 11th Ave SE

F.8) Local Road Improvement Program Grant Application - Project No. J7336

Official Act: Adopted Resolution No. 296-25 in support of funding engineering, right-of-way acquisition, inspections, and other non-Local Road Improvement Program (LRIP) eligible costs, as well as LRIP-eligible items in excess of the LRIP grant amount, for construction of 64th St NW between 37th Ave NW and 34th Ave NW - Project No. J7336.

Cover Page

Map - J7336 Project Location

Memorandum of Understanding - 65th St NW Interchange Project

F.9) Engagement for Property Management Services at the Minnesota Bio Business Center Building

Official Act: Authorized Official Act No. 368-25 Dialect to seek proposals from qualified property management firms to provide property management services at the Bio Business Center.

Cover Page

Exhibit - BioBusiness - Property Management RFP

F.10) Energy Efficiency and Conservation Block Grant Agreement with First Homes

Official Act: Adopted Resolution No. 297-25 authorizing the Energy Efficiency and Conservation Block Grant Agreement with First Homes to support the installation of air source heat pumps at Center Street Village Apartments.

Cover Page

Contract - City First Homes - 11.26.25

Exhibit - Scope of Work First Homes 11.26.25

F.11) Minnesota Pollution Control Agency Local Climate Action Implementation Grant Program

Official Act: Approved Official Act No. 369-25 an application to the Minnesota Pollution Control Agency Local Climate Action Implementation Grant Program for $50,000 to support the 2026 Rochester Healthy Air & Homes Initiative.

Cover Page

Exhibit - Healthy Air and Healthy Homes Initative Program Summary

F.12) Essex Place Apartments Agreement

Official Act: Authorized Official Act No. 370-25 execution of an Assignment, Assumption, Modification and Release Agreement regarding the Essex Place Apartments

Cover Page

Assignment Assumption Modification and Release Agreement

F.13) Land Lease and Development Agreement

Official Act: Authorized Official Act No. 371-25 a land lease agreement for construction of a hangar and infrastructure development between the City of Rochester, the Rochester Airport Company, and United Therapeutics Corporation.

Cover Page

Lease - UT Development and Lease Agreement

F.14) Terminal Space Lease - Mayo Clinic

Official Act: Authorized Official Act No. 372-25 a lease agreement between the City of Rochester, the Rochester Airport Company, and Mayo Clinic.

Cover Page

Lease - RST Mayo Employee Lounge Lease Dec 2025

F.15) Replacement of Air Conditioning System and Addition of Equipment to Mitigate Higher Humidity Levels in the Federal Aviation Administration (FAA) Air Traffic Control Tower Cab which is located in a City-Owned Building under Lease to the FAA

Official Act: Amended Official Act No. 373-25 the City's 2025 budget to include these purchases and authorize the airport to execute the proposal with Metropolitan Mechanical Contractors for $77,811 and the proposal with Johnson Controls for $49,889.

Cover Page

Proposal - Metropolitan Mechanical Contractors

Proposal - Johnson Controls

Proposal - Harris

Approved the Consent Agenda in block items F.1 and F.3 to F.15.

MOVER:	Andy Friederichs
SECONDER:	Norman Wahl
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

Public Hearing Guidelines

Sign-up In Person 30 Minutes before the meeting. View Public Hearing guidelines for additional ways to participate. Virtual participation is not available at this time.

Public Hearing Guidelines

G) Public Hearings

G.1) Conditional Use Permit No. CD2025-008CUP by the City of Rochester

Official Act: Adopted Resolution No. 298-25 approving Conditional Use Permit No. CD2025-008CUP, by the City, with six conditions, to permit a parking garage use in the MXT-NOD zoning district.

Community Development Planner Anthony Chicchi presented the item and answered questions.

The public hearing was opened.
Having no persons wishing to speak, the public hearing was closed.

Cover Page

Community Development Memo - CD2025-008CUP Broadway Park and Ride

Development Process - CD2025-008CUP Broadway Park and Ride

Notification Map - CD2025-008CUP Broadway Park and Ride

Site Location Map - CD2025-008CUP Broadway Park and Ride

Site Plan - CD2025-008CUP Broadway Park and Ride

Referral Comments - CD2025-008CUP Broadway Park and Ride

Planning and Zoning Commission Meeting Minutes 11-12-2025 - CD2025-008CUP Broadway Park and Ride

Adopted Resolution No. 298-25 approving Conditional Use Permit No. CD2025-008CUP, by the City, with six conditions, to permit a parking garage use in the MXT-NOD zoning district.

MOVER:	Patrick Keane
SECONDER:	Norman Wahl
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

G.2) Final Plat No. CD2025-040PLAT by Farmland LLC. - Mercy Hill Third Final Plat

Official Act: Adopted Resolution No. 299-25 approving Final Plat No. CD2025-040PLAT, by Farmland LLC., to be known as Mercy Hill Third, with three conditions, for the subdivision of 13.8 acres of land into 50 residential lots.

Community Development Planner Desmond McGeough presented the item.
Applicant with Widseth Adam Pleschourt spoke on the item.

The public hearing was opened.
Having no persons wishing to speak, the public hearing was closed.

Cover Page

CD Memo - CD2025-040PLAT - Mercy Hill 3rd Final Plat

Development Process - CD2025-040 PLAT - Mercy Hill 3rd Final Plat

Notification Map - CD2025-040PLAT - Mercy Hill 3rd Final Plat

Location Map - CD2025-040PLAT - Mercy Hill 3rd Final Plat

Final Plat - CD2025-040PLAT - Mercy Hill 3rd Final Plat

Review Comments - CD2025-040 PLAT - Mercy Hill 3rd Final Plat

Adopted Resolution No. 299-25 approving Final Plat No. CD2025-040PLAT, by Farmland LLC., to be known as Mercy Hill Third, with three conditions, for the subdivision of 13.8 acres of land into 50 residential lots.

MOVER:	Andy Friederichs
SECONDER:	Patrick Keane
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

G.3) Comprehensive Plan Amendment No. CD2025-004CPA by Enclave Development, LLC

Official Act: Adopted Resolution No. 300-25 approving Comprehensive Plan

Amendment No. CD2025-004CPA, by Enclave Development, LLC., consisting of a change of Land Use Classification on a 2.04-acre site, from Medium Density Residential to High Density Residential.

Community Development Planner Desmond McGeough presented the item and requested the public hearings for G3 and G4 be combined.
Enclave Vice President Patrick Brama spoke to the item and answered questions.

The public hearings were opened for G3 and G4 and the following person was called to speak:
1. Kenna Wallace

Having no additional persons wishing to speak, the hearing was closed.

Planner Desmond McGeough answered questions.
Community Development Director Irene Woodward answered questions.

Cover Page

CD Memo - CD2025-004CPA - Riverside Apts - Land Use Amendment

Development Process - CD2025-004CPA - Riverside Apts Land Use Amendment

Notification Map - CD2025-004CPA - Riverside Apts Land Use Amendment

Location Map - CD2025-004CPA - Riverside Apts Land Use Amendment

Land Use Map Exhibit - CD2025-004CPA - Riverside Apts Land Use Amendment

Applicant Narrative - CD2025-004CPA - Riverside Apts Land Use Amendment

Market Demand Memo - CD2025-004CPA - Riverside Apts Land Use Amendment

Review Comments - CD2025-004CPA - Riverside Apts Land Use Amendment

NIM Minutes - CD2025-004CPA - Riverside Apts Zone Change

PZC Meeting Minutes - CD2025-004CPA - Riverside Apts Land Use Amendment

Adopted Resolution No. 300-25 approving Comprehensive Plan Amendment No. CD2025-004CPA, by Enclave Development, LLC., consisting of a change of Land Use Classification on a 2.04-acre site, from Medium Density Residential to High Density Residential.

MOVER:	Shaun Palmer
SECONDER:	Patrick Keane
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

G.4) Zone Change No. CD2025-005ZC by Enclave Development, LLC

Official Act: Approved Official Act No. 374-25 Zone Change No. CD2025-005ZC, by Enclave Development, LLC., amending the zoning designation on a 2.04-acre site from R-2x (Low Density Residential Infill) to R-4 (High Density

Residential) and directing the City Attorney to prepare an Ordinance for First Reading.

Cover Page

CD Memo - CD2025-005ZC - Riverside Apartments Zone Change

Development Process - CD2025-005ZC - Riverside Apts Zone Change

Notification Map - CD2025-005CZC - Riverside Apts Zone Change

Location Map - CD2025-005ZC - Riverside Apts Zone Change

Applicant Narrative - CD2025-005ZC - Riverside Apts Zone Change

Zoning Map Exhibit - CD2025-005ZC - Riverside Apt Zone Change

Review Comments - CD2025-005ZC - Riverside Apts Zone Change

UDC Use Table - CD2025-005ZC - Riverside Apts Zone Change

Zoning Map Amendment Criteria - CD2025-005ZC - Riverside Apts Zone Change

NIM Minutes - CD2025-005ZC - Riverside Apts Zone Change

PZC Meeting Minutes - CD2025-005ZC - Riverside Apts Zone Change

Approved Official Act No. 374-25 Zone Change No. CD2025-005ZC, by Enclave Development, LLC., amending the zoning designation on a 2.04-acre site from R-2x (Low Density Residential Infill) to R-4 (High Density Residential) and directing the City Attorney to prepare an Ordinance for First Reading.

MOVER:	Shaun Palmer
SECONDER:	Andy Friederichs
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

G.5) Utility Easement Vacation No. CD2025-009VAC by Kramer Properties, LLC

Official Act: Adopted Resolution No. 301-25 approving Utility Easement Vacation No. CD2025-009VAC, by Kramer Properties, LLC, to vacate an approximate ten-foot-wide public utility easement and a twenty-foot-wide utility easement.

Community Development Planner Anthony Chicchi presented the item.
Representative of Kramer Contracting LLC, Adam Kramer, spoke to the item.

The public hearing was opened.
Having no persons wishing to speak, the public hearing was closed.

Cover Page

CD Memo - CD2025-009VAC - Kramer Properties Vacation

Notification Map - CD2025-009VAC - Kramer Properties

Location Map Exhibit - CD2025-009VAC - Kramer Properties Vacation

Certificate of Survey - CD2025-009VAC - Kramer Properties Vacation

Easement Vacation Exhibit - CD2025-009VAC - Kramer Properties Vacation

Easement to be Vacated - A1113370 - CD2025-009VAC - Kramer Properties Vacation

Easement to be Vacated - A1121813 - CD2025-009VAC - Kramer Properties Vacation

Review Comments - CD2025-009VAC - Kramer Properties Vacation

Adopted Resolution No. 301-25 approving Utility Easement Vacation No. CD2025-009VAC, by Kramer Properties, LLC, to vacate an approximate ten-foot-wide public utility easement and a twenty-foot-wide utility easement.

MOVER:	Patrick Keane
SECONDER:	Dan Doering
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

H) Reports and Recommendations

H.1) Report from Rochester Olmsted Youth Council (ROYC) Member's Trip to Japan

Official Act: Received a report and presentation from Rochester Olmsted County Youth Member's Trip to Japan. No official action taken.

Council Member Miller introduced the item.
Rochester Olmsted Youth Council members Alexander Yovchev and Gabrielle Dogo-Esekie presented the item.

Cover Page

Report - ROYC Japan Trip

H.2) 2025 Experience Rochester Annual Update

Official Act: Received and filed Official Act No. 375-25 the 2025 Experience Rochester and Mayo Civic Center Corporation "Year in Review" Report.
Accepting the 2026 budget for Experience Rochester and Mayo Civic Center Corporation.

Jacob Malwitz, Board Chair for Experience Rochester, presented the item.
Treasurer Bill Richter, spoke on the item.
Experience Rochester President Joe Ward presented the item.
Vice President of Marketing Bill Von Bank spoke on the item.
City Administrator Alison Zelms spoke on the item.

Cover Page

Presentation - 2025 Experience Rochester Annual Update

Received and filed Official Act No. 375-25 the 2025 Experience Rochester and Mayo Civic Center Corporation "Year in Review" Report.
Accepting the 2026 budget for Experience Rochester and Mayo Civic Center Corporation.

MOVER:	Andy Friederichs
SECONDER:	Nick Miller
AYES:	

Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT: **APPROVED [UNANIMOUS]**

H.3) Contract Award: Rochester Sports and Recreation Complex - Project No. J2870

Official Act: Official Act No. OA376-25:

1. Authorizing Amendment No. 1 Guaranteed Maximum Price (GMP) in the amount of $27,978,635 to Knutson Construction for the Rochester Sports and Recreation Complex - Project No. J2870; and
2. Authorizing a budget of $24,207,087 for City and CMAR purchases of tax-exempt materials for the Rochester Sports and Recreation Complex - Project No. J2870; and
3. Authorizing staff to look for Value Engineering and additional funding opportunities to add back into the project selected deducts and add alternates up to the $65,000,000 allocation; and
4. Authorizing interim financing in the amount of $1,772,000 from Economic Vitality fund to cover the property purchase and 50% of the road, utilities, grading etc. serving the south remnant lots to allow addition of the recommended alternates and deducts.

Manager of Facilities and Property Scot Ramsey presented the item and answered questions.
Recreation and Sports Division Head Ben Boldt presented the item and answered questions.
Deputy City Administrator Aaron Parrish spoke to the item and answered questions.

Cover Page

Presentation RSRC Project No. 2870 Contract Award

Knutson Amendment #01 to Construction Manager at Risk Contract

Main Motion: Moved by Council Member Wahl, seconded by Council Member Palmer,

1. Authorizing Amendment No. 1 Guaranteed Maximum Price (GMP) in the amount of $27,978,635 to Knutson Construction for the Rochester Sports and Recreation Complex - Project No. J2870; and
2. Authorizing a budget of $24,207,087 for City and CMAR purchases of tax-exempt materials for the Rochester Sports and Recreation Complex - Project No. J2870; and
3. Authorizing staff to look for Value Engineering and additional funding opportunities to add back into the project selected deducts and add alternates up to the $65,000,000 allocation; and
4. Authorizing interim financing in the amount of $1,772,000 from Economic Vitality fund to cover the property purchase and 50% of the road, utilities, grading etc. serving the south remnant lots to allow addition of the recommended alternates and deducts.

Motion to table the item until there is a formal memorandum with RCTC regarding the use of their facilities on their campus.

MOVER: Dan Doering
SECONDER: None
RESULT: **The motion failed due to the lack of a second**

(Vote on Main Motion): Official Act No. OA376-25:

1. Authorizing Amendment No. 1 Guaranteed Maximum Price (GMP) in the amount of $27,978,635 to Knutson Construction for the Rochester Sports and Recreation Complex - Project No. J2870; and
2. Authorizing a budget of $24,207,087 for City and CMAR purchases of tax-exempt materials for the Rochester Sports and Recreation Complex - Project No. J2870; and
3. Authorizing staff to look for Value Engineering and additional funding opportunities to add back into the project selected deducts and add alternates up to the $65,000,000 allocation; and
4. Authorizing interim financing in the amount of $1,772,000 from Economic Vitality fund to cover the property purchase and 50% of the road, utilities, grading etc. serving the south remnant lots to allow addition of the recommended alternates and deducts.

MOVER:	Norman Wahl
SECONDER:	Shaun Palmer
AYES:	Randy Schubring, Patrick Keane, Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS:	Nick Miller, Dan Doering
RESULT:	**APPROVED [5 - 2]**

Clerk's Note: This item was vetoed by Mayor Norton. The veto automatically places the item back on the next agenda for reconsideration. To override a veto, the item must pass with a supermajority of the body voting Aye (5 regardless of quorum). The item may only be considered as it was passed. No amendments may be made.

Mayor's Veto Letter

H.4) Rochester Sports and Recreation Complex Operator Agreement

Official Act: Approved Official Act No. OA377-25 the Rochester Sports and Recreation Complex Operator Agreement with Sports Academy.

Recreation and Sports Division Head Ben Boldt presented the item and answered questions.
Sports Academy Representative and President Jon Spotts spoke to the item and answered questions.

Cover Page

Agreement - RSRC Sports Academy Operator Agreement

Exhibit - RSRC Financial Model Summary - SA Outdoor Program

Approved Official Act No. OA377-25 the Rochester Sports and Recreation Complex Operator Agreement with Sports Academy.

MOVER:	Shaun Palmer
SECONDER:	Patrick Keane
AYES:	Randy Schubring, Patrick Keane, Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS:	Nick Miller, Dan Doering
RESULT:	**APPROVED [5 - 2]**

Clerk's Note: This item was vetoed by Mayor Norton. The veto automatically places the item back on the next agenda for reconsideration. To override a veto, the item must pass with a supermajority of the body voting Aye (5 regardless of quorum). The item may only be considered as it was passed. No amendments may be made.

Mayor's Veto Letter

H.5) Recreation Programming Access Funding Request

Official Act: Approved Official Act No. 378-25 up to $80,000 from the 2025 contingency fund for recreational programming initiatives.

Park and Recreation Director Paul Widman presented the item and answered questions.
Strategic Communications and Engagement Director Jenna Bowman spoke to the item.

Cover Page

Approved Official Act No. 378-25 up to $80,000 from the 2025 contingency fund for recreational programming initiatives.

MOVER:	Shaun Palmer
SECONDER:	Dan Doering
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

H.6) Authorization for Battery Energy Storage Agreements

Official Act: Adopted Resolution No. 302-25 authorizing the Energy Storage Service Agreements with Lightshift Energy SPV, LLC.

Director of Power Resources Bill Bullock presented the item and answered questions.
Rochester Public Utilities Director Tim McCullough spoke to the item.

Cover Page

Exhibit - ESSA Recommendation Report from RPU Board to City Council

Exhibit - RPU Signed Board Resolution - Lightshift ESSA

Exhibit - Energy Storage Services Agreement 1

Exhibit - Rochester MN BESS 1 - Lease Agreement

Exhibit - Rochester MN BESS 2 - Lease Agreement

Exhibit - BESS 1 Energy Storage Services Agreement

Adopted Resolution No. 302-25 authorizing the Energy Storage Service Agreements with Lightshift Energy SPV, LLC.

MOVER:	Patrick Keane
SECONDER:	Dan Doering
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

H.7) (previously item F.2) Appointments to Boards and Commissions

Official Act: Approved Official Act No. 362-25 the Mayoral appointments of:

Ken Baerg to the Citizens Advisory on Transit, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing T. Schramm).

Aleida Koestler to the Heritage Preservation Commission, effective immediately, to fill the unexpired term of S. Cunningham ending December 31, 2026.
Emily Soltis to the Library Board, effective January 2, 2026, to their first three-year term ending January 1, 2029 (replacing T. Waldof).
MaryBeth Sancomb-Moran to the Library Board, effective January 2, 2026, to their first three-year term ending January 1, 2029 (replacing B. Hopkins).
Gary Jones to the Music Board-Ward 3, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing A. Tackmann).
Jens Boyum to the Planning and Zoning Commission, effective immediately, to fill the unexpired term of Z. Pagel ending December 31, 2027.
Kelsey Vaszily to the Public Utility Board, effective January 13, 2026, to their first four-year term ending January 8, 2030 (replacing M. Graner Johnson).
Loring Stead to the Zoning Board of Appeals, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing J. Boyum).
Nicholas Abbott to the Zoning Board of Appeals, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing K. Wayne).

Cover Page

Council Member Shaun Palmer introduced the item.
Mayor Kim Norton answered questions on the item.

Main Motion: Moved by Council Member Keane, seconded by Council Member Frederichs,

Approving the Mayoral appointments of:
Ken Baerg to the Citizens Advisory on Transit, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing T. Schramm).
Aleida Koestler to the Heritage Preservation Commission, effective immediately, to fill the unexpired term of S. Cunningham ending December 31, 2026.
Emily Soltis to the Library Board, effective January 2, 2026, to their first three-year term ending January 1, 2029 (replacing T. Waldof).
MaryBeth Sancomb-Moran to the Library Board, effective January 2, 2026, to their first three-year term ending January 1, 2029 (replacing B. Hopkins).
Gary Jones to the Music Board-Ward 3, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing A. Tackmann).
Jens Boyum to the Planning and Zoning Commission, effective immediately, to fill the unexpired term of Z. Pagel ending December 31, 2027.
Kelsey Vaszily to the Public Utility Board, effective January 13, 2026, to their first four-year term ending January 8, 2030 (replacing M. Graner Johnson).
Loring Stead to the Zoning Board of Appeals, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing J. Boyum).
Nicholas Abbott to the Zoning Board of Appeals, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing K. Wayne).

(Motion to Table) Tabling the entire item.

MOVER: Shaun Palmer
SECONDER: None
RESULT: **The motion failed due to the lack of a second**

Approved Official Act No. 362-25 the Mayoral appointments of:

Ken Baerg to the Citizens Advisory on Transit, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing T. Schramm).
Aleida Koestler to the Heritage Preservation Commission, effective immediately, to fill the unexpired term of S. Cunningham ending December 31, 2026.
Emily Soltis to the Library Board, effective January 2, 2026, to their first three-year term ending January 1, 2029 (replacing T. Waldof).
MaryBeth Sancomb-Moran to the Library Board, effective January 2, 2026, to

their first three-year term ending January 1, 2029 (replacing B. Hopkins).
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Nicholas Abbott to the Zoning Board of Appeals, effective January 1, 2026, to their first three-year term ending December 31, 2028 (replacing K. Wayne).

MOVER:	Patrick Keane
SECONDER:	Andy Friederichs
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

I) Council Initiated Actions

J) Ordinance First Readings

K) Ordinance Second Readings

L) Tabled Items

M) Other Business

N) Adjournment

Adjournment at 9:51 p.m.

MOVER:	Shaun Palmer
SECONDER:	Andy Friederichs
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

Ann M. Kasel
City Clerk
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CITY OF ROCHESTER, MINNESOTA
City Council - Special Meeting MINUTES

Attending and Viewing Meetings

City Council President called the meeting to order at 6:00 p.m.

Pledge of Allegiance

Vision, Principles, and Priorities for the City of Rochester

Vision, Principles and Priorities

A) Call to Order/Roll Call

Attendee Name	Status
Randy Schubring	Present
Patrick Keane	Present
Nick Miller	Present
Norman Wahl	Present
Andy Friederichs	Present
Shaun Palmer	Present
Dan Doering	Present
Kim Norton	Present

B) Order of Agenda

Order of Agenda

MOVER: Patrick Keane
SECONDER: Shaun Palmer
AYES: Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT: **APPROVED [UNANIMOUS]**

C) Open Comment Period

C.1) The inclusion of the Open Comment Period on a Special Council Meeting agenda will be subject to the approval of the Council. If approved, the Open Comment Period for the December 22, 2025, Council meeting shall be limited to topics listed on the published agenda.

Sign-up In Person 30 Minutes before the meeting. View Open Comment

guidelines for additional ways to participate. Virtual participation is not available at this time.

Open Comment Period Guidelines

The following persons were called to speak:

1. Mark Bransford
2. Clark Jones
3. Kristine Ihrke
4. Emma Esteb
5. Wyatt Ryan
6. Chris Luckenbill
7. Tom Hexum
8. Wade Fenske
9. Wade Beavers
10. Pat Sexton

Motion to suspend the rules and allow additional open comment period.

MOVER:	Nick Miller
SECONDER:	Dan Doering
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

11. Joseph LaForge
12. Mike Vance
13. Stephen Shaw
14. AJ Colapinto
15. Ed Hruska
16. Marshall Behrens
17. Laurel Schacht
18. Brad Trahan
19. Jane Shellum

R. Civil Written Comment

D) Reports and Recommendations

D.1) Contract Award: Rochester Sports and Recreation Complex - Project No. J2870

Official Act: Authorizing Amendment No. 1 Guaranteed Maximum Price (GMP) in the amount of $27,978,635 to Knutson Construction for the Rochester Sports and Recreation Complex - Project No. J2870; and
Authorizing a budget of $24,207,087 for City and CMAR purchases of tax-exempt materials for the Rochester Sports and Recreation Complex - Project No. J2870; and
Authorizing staff to look for Value Engineering and additional funding opportunities to add back into the project selected deducts and add alternates up to the $65,000,000 allocation; and
Authorizing interim financing in the amount of $1,772,000 from Economic Vitality fund to cover the property purchase and 50% of the road, utilities, grading etc. serving the south remnant lots to allow addition of the recommended alternates and deducts.

Mayor Norton spoke to the item.

Cover Page

Presentation RSRC Project No. 2870 Contract Award

Knutson Amendment #01 to Construction Manager at Risk Contract

Mayor's Veto Letter

Official Act No. 376-25:
Authorized Amendment No. 1 Guaranteed Maximum Price (GMP) in the amount of $27,978,635 to Knutson Construction for the Rochester Sports and Recreation Complex - Project No. J2870; and
Authorized a budget of $24,207,087 for City and CMAR purchases of tax-exempt materials for the Rochester Sports and Recreation Complex - Project No. J2870; and
Authorized staff to look for Value Engineering and additional funding opportunities to add back into the project selected deducts and add alternates up to the $65,000,000 allocation; and
Authorized interim financing in the amount of $1,772,000 from Economic Vitality fund to cover the property purchase and 50% of the road, utilities, grading etc. serving the south remnant lots to allow addition of the recommended alternates and deducts.

MOVER:	Shaun Palmer
SECONDER:	Andy Friederichs
AYES:	Randy Schubring, Patrick Keane, Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS:	Nick Miller, Dan Doering
RESULT:	**APPROVED [5 - 2]**

D.2) Rochester Sports and Recreation Complex Operator Agreement

Official Act: Approving the Rochester Sports and Recreation Complex Operator Agreement with Sports Academy.

Mayor Norton spoke to the item.

Cover Page

Agreement - RSRC Sports Academy Operator Agreement

Exhibit - RSRC Financial Model Summary - SA Outdoor Program

Mayor's Veto Letter

Approved Official Act No. 377-25 the Rochester Sports and Recreation Complex Operator Agreement with Sports Academy.

MOVER:	Andy Friederichs
SECONDER:	Norman Wahl
AYES:	Randy Schubring, Patrick Keane, Norman Wahl, Andy Friederichs, Shaun Palmer
NAYS:	Nick Miller, Dan Doering
RESULT:	**APPROVED [5 - 2]**

D.3) Council Initiated Action - Allocating Funds for Salvation Army Security Needs and Rental Assistance Program

Official Act: Considered a Council Initiated Action (CIA) requesting that City Council allocate $20,000 from the Contingency Fund to Salvation Army to support security needs for their Dental and Medical programs and for their Rental Assistance program.

Mayor Norton spoke to the item.

Cover Page

Council Initiated Action - Salvation Army Rental & Security Assistance

Report - Salvation Army Rental Assistance

Report - Salvation Army Security Concerns

Mayor's Veto Letter

Considered a Council Initiated Action (CIA) requesting that City Council allocate $20,000 from the Contingency Fund to Salvation Army to support security needs for their Dental and Medical programs and for their Rental Assistance program.

MOVER:	Shaun Palmer
SECONDER:	Andy Friederichs
AYES:	Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
NAYS:	Randy Schubring, Patrick Keane, Nick Miller
RESULT:	**APPROVED [4 - 3]**

Clerk's Note: The motion failed to obtain a supermajority of the Council vote, therefore the motion fails to override the Mayor's veto of the previously adopted item.

E) Other Business

E.1) Executive Session - Pursuant to Minnesota Statute 13D.05 Subd. 3(b) - the Council will adjourn to a closed session to discuss a litigation matter, Molly Dennis v. City of Rochester, et al.

Official Act: Pursuant to Minnesota Statute 13D.05 Subd. 3(b) - the Council will adjourn to a closed session to discuss a litigation matter, Molly Dennis v. City of Rochester, et al. The need for absolute confidentiality outweighs the purposes of the open meeting law.

Cover Page

Pursuant to Minnesota Statute 13D.05 Subd. 3(b) - the Council will adjourn to a closed session to discuss a litigation matter, Molly Dennis v. City of Rochester, et al. The need for absolute confidentiality outweighs the purposes of the open meeting law.

MOVER:	Norman Wahl
SECONDER:	Nick Miller
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**

The Council recessed for a short break at 7:15 p.m.

The Council reconvened at 7:27 p.m. in Conference Room 104.

Council Members in attendance: Mayor Norton, Council President Randy Schubring, Council Members Patrick Keane, Nick Miller, Norman Wahl, Shaun Palmer, Andy Friederichs and Dan Doering.

Staff in attendance: Deputy City Attorney Brent Carlson and City Clerk Ann

Kasel

Others in attendance via Teams: Attorneys Jenny Gassman-Pines and Farah Famouri with Greene Espel, PLLP

F) Adjournment

The closed meeting adjourned at 8:18 p.m.

MOVER:	Patrick Keane
SECONDER:	Norman Wahl
AYES:	Randy Schubring, Patrick Keane, Nick Miller, Norman Wahl, Andy Friederichs, Shaun Palmer, Dan Doering
RESULT:	**APPROVED [UNANIMOUS]**



Ann M. Kasel
City Clerk
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CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Rochester City Council Annual Appointments to Various Committees, Boards, and Commissions

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
President Randy Schubring

Action Requested:
Approving the 2026 appointments of Councilmembers to various boards, commissions, and committees as indicated in the attached listing.

Report Narrative:
The Council has a number of boards and commissions on which they have appointed positions based on City Ordinance, City Charter, State law, and various joint powers agreements. Every January, the Council makes their annual appointments to these boards/commissions. Council members are either appointed by consent of the Council or may voluntarily choose to participate on certain designated boards/commissions. President Schubring has provided his recommendations for the various appointments, considering a survey of preference conducted by the team with Councilmembers and balancing assignments.

Priorities & Foundational Principles:
Quality Services

Policy Considerations & DEI Impact:
City Council members serve on various local boards and commissions, broadening their representation and enhancing their knowledge of matters specific to each board and committee. Note: An alternate appointment to the Housing Coalition will only be valid if the Coalition changes its bylaws for membership to allow the appointment of an alternate and an elected official who has served less than one year.

Prior Legislative Actions & Community Engagement:
Annual appointment of Council Members to the various boards/commissions on which they regularly serve.

Fiscal & Resource Impact:
No fiscal impacts are indicated.

Alternative Action(s):
No alternative actions are recommended at this time. The Council could opt to appoint different representative(s) than the representative(s) recommended by Council President Schubring.

Prepared By:

Jessica Schuler

Attachments:

2026 Boards & Commissions Appointments

CITY OF ROCHESTER MINNESOTA

City Council Boards & Commission Appointments

January 05, 2026

Boards & Commission Appointments

The following committee assignments have been appointed by the Council, granting full voting privileges. Asterisk (*) indicates the chair.

Board / Commission	Description	Meeting Time	Appointment Reason	2025 Representative	2026 Representative
Airport Commission (1)	Oversees airport operations and policies	Monthly, 2nd Tuesday at 2pm	Ordinance / Policy Specifies Mayor & Council President	Mayor Norton* R. Schubring	Mayor Norton* R. Schubring
Any Path Home (1)	Focuses on creating pathways to housing and services for people experiencing homelessness	Commitment of 2 hours monthly	Charter	D. Doering	D. Doering
Destination Medical Center Corporation Board (1)	Manages Destination Medical Center (DMC) projects and initiatives	~6 meetings/year 9:30am	State Law Specifies Mayor & Council President	Mayor Norton* R. Schubring	Mayor Norton* R. Schubring
Greater Zumbro Policy Committee (1)	Addresses regional policy issues and initiatives in the Greater Zumbro Area	Meets in Oronoco - Quarterly, 2nd Thursday at 9-11am (Feb, May, Aug, Nov)	Contract / JPA	A. Friederichs	A. Friederichs
Olmsted County Criminal Justice Committee (1)	Coordinates criminal justice issues and initiatives in Olmsted County	Bi-Monthly, Tuesdays at 6pm	Contract / JPA Specifies Mayor & Council President	Mayor Norton* R. Schubring	Mayor Norton* R. Schubring
Outside Agency Oversight Commission (3)	Reviews financial stability and performance of non-profits funded by the city	Quarterly, Monday at 1pm	Ordinance / Policy	D. Doering N. Miller N. Wahl	D. Doering N. Miller N. Wahl
Personnel Advisory Committee (3)	Advises on human resources policies and practices for city staff and resolves grievances	Rarely meets, only as necessary per 2019 Resolution	Ordinance / Policy	A. Friederichs D. Doering N. Wahl	A. Friederichs D. Doering N. Wahl
Public Utility Board (1)	Provides oversight and policy direction for Rochester Public Utilities (RPU)	Monthly, last Tuesday at 4pm	Charter, 2yr Term	P. Keane 2025-2026 Term	

Board / Commission	Description	Meeting Time	Appointment Reason	2025 Representative	2026 Representative
Rochester Olmsted Council of Governments (ROCOG) (4)	Facilitates regional collaboration and planning among local governments	Monthly, 4th Wednesday at 12pm	Contract / JPA	A. Friederichs N. Miller P. Keane S. Palmer	N. Miller P. Keane R. Schubring S. Palmer
Rochester Amateur Sports Commission (1)	Supports and promotes amateur sports events and initiatives in Rochester	Monthly, 3rd Wednesday at 7:30am	Ordinance / Policy	N. Wahl	N. Wahl
SE MN Emergency Communications Joint Powers Board (1)	Provides local governance on matters related to emergency communications (e.g. radio, dispatch, etc.)	~4 meetings per year	Contract / JPA	S. Palmer	P. Keane
South Zumbro Watershed Joint Powers Board (3)	Oversees water management and conservation efforts in the South Zumbro Watershed area	Twice a year - April & October	Contract / JPA	N. Miller P. Keane S. Palmer	N. Miller P. Keane S. Palmer

2026 Appointment Summary

Council Member	Role	Number of Appointments
Randy Schubring	**City Council President**	**4**
Andy Friederichs	**Council Member – 4th Ward**	**2**
Nick Miller	**Council Member – 2nd Ward**	**3**
Dan Doering	**Council Member – 6th Ward**	**3**
Norman Wahl	**Council Member – 3rd Ward**	**3**
Patrick Keane	**Council Member – 1st Ward**	**3**
Shaun Palmer	**Council Member – 5th Ward**	**3**

Voluntary Committees

The following committees are voluntary, meaning members of these committees may not participate in voting if prohibited by Resolution:

Board / Commission	Description	Meeting Time	Appointment Reason	2025 Representative	2026 Representative
Housing Coalition (1)	Focuses on housing opportunities and needs.	Monthly, 1st Thursday 8:15-10am (additional strategy sessions as needed)	By request – voluntary	S. Palmer *Alternate: D. Doering*	S. Palmer

Notes Regarding Appointments

Resolution 057-18 (approved January 6, 2025 by Item F.4) governs council members. It outlines appointment procedures and participation rules. Council members are appointed by consent in January or may choose to participate voluntarily.

Council members should be aware of their ability to participate in discussions and voting on matters before the full Council when the organization operates in a City-owned facility or receives significant public funds (defined as at least 60% of the entity's annual budget or $100,000).

All council members must include their affiliations on the annual Conflict of Interest Disclosure Form, including any additional groups such as the League of Minnesota Cities (LMC), History Center, and Southeast Minnesota League of Municipalities (SEMLM). Consult the City attorney for any questions regarding potential conflicts of interest.

Board Descriptions

Airport Commission: The Airport Commission reviews matters and issues involving the Rochester International Airport, providing input and recommendations on operations, development, and long-term planning. The commission acts in an advisory capacity to the common council and all other city officials regarding the International Airport.

Any Path Home: Any Path Home is a collaborative regional initiative focused on ensuring that everyone in Olmsted County has access to stable housing and supportive service. It brings together multiple local agencies, non-profits, government partners, and service providers to coordinate support for people experiencing homelessness and to develop housing pathways that match individual needs.

Destination Medical Center Corporation Board: The Destination Medical Center Corporation (DMCC) is a public corporation established by the State of Minnesota to implement and oversee the Destination Medical Center (DMC) Initiative. The DMCC Board provides governance and policy direction for DMC activities, including planning, financing, and implementation of public infrastructure and development strategies that support Rochester's long-term economic vitality. The Corporation works in coordination with the City of Rochester, Olmsted County, and the State of Minnesota and is accountable to the Rochester Common Council and the Minnesota Legislature.

Greater Zumbro Policy Committee: The Greater Zumbro Policy Committee addresses regional issues and policies related to the Greater Zumbro area. The Committee develops strategic initiatives, coordinates regional planning, and provides policy recommendations. It guides staff and is accountable to the Rochester Common Council for its decisions and effectiveness.

Housing Coalition: The Housing Coalition focuses on enhancing housing opportunities and addressing housing needs in the Rochester area. The Coalition develops housing policies, supports affordable housing initiatives, and coordinates with community partners. It provides policy recommendations to city officials and is accountable to the Rochester Common Council for its activities and impact.

Olmsted County Criminal Justice Committee: The Olmsted County Justice Council was established jointly by the City of Rochester, Olmsted County, and the Olmsted County District court to study, evaluate, and implement effective criminal justice policies and strategies. Its mission is to promote cohesive justice system policies, monitor program outcomes, and improve the efficiency and effectiveness of local justice services through collaborative leadership among city, county, and court representatives.

Outside Agency Oversight Commission: The City of Rochester funds various non-profit agencies, known as Outside Agencies, to provide essential services to the community. These agencies must enter into Service Agreements with the City, outlining the terms and conditions of their services. As part of the budget process, the funding for these agencies is evaluated, and they are required to submit quarterly financial reports.

These reports are reviewed by the finance team and shared with the Outside Agency Oversight Commission (OAOC), which monitors the financial stability of the agencies and addresses any concerns with the City Council.

Personnel Advisory Committee: The Personnel Advisory Committee (PAC) advises on human resources policies and practices for city staff. PAC reviews and recommends personnel policies, supports recruitment and retention efforts, and ensures alignment with organizational goals. The Committee provides policy guidance to HR management and is accountable to the Rochester Common Council for its recommendations and performance.

Rochester Public Utilities (RPU): Rochester Public Utilities (RPU) is a municipally-owned utility providing electric and water services to about 50,800 electric and 38,330 water customers in a 47-square-mile area of the greater Rochester Area. The Public Utility Board oversees assets worth $357 million and guides the operation of RPU. The Board's primary role is policy direction for RPU management and staff, and it is accountable to the Rochester Common Council for the utility's performance.

Rochester Olmsted Council of Governments: The Rochester-Olmsted Council of Governments (ROCOG) facilitates collaboration among local governments in the Rochester area. ROCOG addresses regional issues, coordinates planning efforts, and promotes efficient service delivery. The Council provides policy guidance to member governments and ensures alignment with regional goals. ROCOG is accountable to the Rochester Common Council for its initiatives and outcomes.

Rochester Amateur Sports Commission: The Rochester Amateur Sports Commission (RASC) promotes and supports amateur sports in the Rochester area. RASC organizes events, attracts tournaments, and enhances local sports infrastructure. The Commission collaborates with community partners to boost economic impact through sports tourism and provides policy direction to staff, ensuring alignment with community goals. RASC is accountable to the Rochester Common Council for its activities and performance.

SE MN Emergency Communications Board: The Southeast Minnesota Emergency Communications Board is one of seven Emergency Communications Boards (ECBs) and Emergency Services Boards (ESBs) that provide local governance on matters related to emergency communications. The board's membership includes representatives from the following entities: City of Rochester, Dodge County, Fillmore County, Freeborn County, Goodhue County, Mower County, Olmsted County, Rice County, Steele County, Wabasha County, Winona County.

South Zumbro Watershed Joint Powers Board: The South Zumbro Watershed Joint Powers Board oversees water management and conservation efforts in the South Zumbro Watershed area. The Board coordinates projects, develops policies, and ensures sustainable use of water resources. It provides direction to staff and is accountable to the Rochester Common Council for its activities and results.

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Appointments to Boards and Commissions

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Office of the Mayor

AGENDA SECTION:
Consent Agenda

PRESENTER:
Mayor Kim Norton

Action Requested:

Approving the Mayoral appointments of:

1. Ryan Tator to the Heritage Preservation Commission, effective immediately, to fill the unexpired term of D. Dobmeyer ending December 31, 2026.
2. David Olson to the Pedestrian and Bicycle Advisory Commission, effective immediately, to fill the unexpired term of K. Kilpatrick ending December 31, 2026.
3. Stewart Rassier to the Sustainability and Resiliency Commission, effective immediately, to their first three-year term ending December 31, 2028 (replacing W. Varela).
4. Liam Arroyo to the Sustainability and Resiliency Commission-Youth Representative, effective immediately, to fill the unexpired term of W. Tran ending December 31, 2027.

Report Narrative:

The Rochester City Council seeks volunteers to serve on various City boards and commissions. Applicants must have a desire to serve their community in a volunteer capacity, be willing to contribute the number of hours necessary for the particular board/commission to which they are applying, must be 18 years of age, and may be required to meet specified residency requirements. The Mayor reviews applications and interviews applicants for City Council approval and appointment.

Heritage Preservation Commission

Ryan Tator has worked downtown his entire career and understands balancing the need for a vibrant downtown with a respectful approach to our history.

Pedestrian and Bicycle Advisory Commission

David Olson uses the trails for biking and walking and is interested in promoting a culture of lingering and excitement in the downtown by expanding opportunities to bike and walk.

Sustainability and Resiliency Commission

Stewart Rassier has a background in the industry and describes himself as a pragmatic idealist who seeks to create positive changes for business, community, and the planet.

Liam Arroyo (Youth Representative) is passionate about moving toward a more sustainable future and is interested in learning more about governance and policy.

Priorities & Foundational Principles:

Quality Services for Quality Living
Social Equity

Policy Considerations & DEI Impact:
The Mayor completes a biannual survey of Board and Commission members to ensure diverse community representation.

Prior Legislative Actions & Community Engagement:
Board and Commission appointments are made on a routine basis as positions become available.

Fiscal & Resource Impact:
No fiscal impact.

Alternative Action(s):
No alternative actions are suggested at this time.

Prepared By:
Michon Rogers

Attachments:

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Accounts Payable for January 5, 2026

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Finance Department

AGENDA SECTION:
Consent Agenda

PRESENTER:
Brian Anderson

Action Requested:
Approving the listing of total disbursements for January 5, 2026, in the amount of $52,445,294.50, including investment purchases of $32,175,808.50 and accounts payable of $20,269,486.

Report Narrative:
To see a more detailed accounting of this report:
AP Detail Report for January 5, 2026
AP Summary Report for January 5, 2026

Priorities & Foundational Principles:
Fiscal Responsibility & Sustainability
Quality Services for Quality Living

Policy Considerations & DEI Impact:
This item is in compliance with Minnesota statute 412.271 requiring all claims be approved by City Council.

Prior Legislative Actions & Community Engagement:
A report is submitted every City Council meeting for review and approval.

Fiscal & Resource Impact:
This is for payment of previously approved amounts, through budget or other Council action.

Alternative Action(s):
No alternative actions are suggested at this time.

Prepared By:
Andy Henn

Attachments:

F.5

REQUEST FOR ACTION

2026 Deposit, Facsimile Signature & Investment Authorization, and Assignment of Securities

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Finance Department

AGENDA SECTION:
Consent Agenda

PRESENTER:
Brian Anderson

Action Requested:

Adopting the following Resolutions:

1. Approving the 2026 Designation of Depositories.
2. Approving the 2026 Authorization of Facsimile Signatures.
3. Approving the 2026 Assignment of Securities.

Report Narrative:

Designation of depositories is a statutory requirement (MN Statute 118A.02, Subd 1) that must be accomplished at the beginning of each fiscal year. A Resolution designating US Bank Rochester and Wells Fargo Bank Rochester, as depositories of the public funds of the City of Rochester, Minnesota, is attached. Deposits for bus fares and parking meters are at US Bank Rochester and will be transferred to the general account at Wells Fargo Bank Rochester.

The use of **facsimile signatures** as well as the **authority to initiate investments** (allowed under Minnesota Statutes 118A.01-118A.06) must be authorized by a Resolution by the Common Council. Checks written against the City's General Account at Wells Fargo Bank Rochester, and Rochester Public Utilities' account will bear facsimile signatures. The transactions are covered by a forgery bond.

A Resolution authorizing the **assignment of securities** allows the City Treasurer, or assign, to execute documents providing for Federal Deposit Insurance Corporation (FDIC) insurance or which pledge and release securities as collateral, and to accept collateral in lieu of a depository bond. Sufficient securities have been pledged as collateral in lieu of a depository bond by Wells Fargo Bank Rochester and US Bank Rochester, to meet the requirements of Minnesota statutes.

Priorities & Foundational Principles:

Fiscal Responsibility & Sustainability

Policy Considerations & DEI Impact:

This is an annual action that must be taken at the first City Council meeting of the year as required by various levels of City Ordinance and MN State Statutes.

Prior Legislative Actions & Community Engagement:
This action is executed annually.

Fiscal & Resource Impact:
The adoption of these annual items affects the City's ability to meet its obligations, financial and otherwise, and contributes to efficient execution of related instruments.

Alternative Action(s):
No alternative actions are suggested at this time.

Prepared By:
Joy Harris

Attachments:
Resolution â€“ 2026 Authorizing Facsimile Signatures

Resolution â€“ 2026 Designation of Depositories

Resolution â€“ 2026 Assignment of Securities

RESOLUTION

Adopting the 2026 Authorizing of Facsimile Signatures.

BE IT RESOLVED by the Common Council of the City of Rochester that the City does hereby authorize the US Bank of Rochester, the Wells Fargo Bank of Rochester, and all financial institutions designated as depositories by the City of Rochester, to honor checks, drafts or other orders for the payment of money drawn on public funds of the City of Rochester on deposit with any of these financial institutions, when such checks, drafts, or other orders for payment of money bear the facsimile signatures of Kim Norton, Mayor of the City of Rochester, and Brian J. Anderson, Treasurer of the City of Rochester.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

RESOLUTION

Adopting the 2026 Designation of Depositories.

BE IT RESOLVED by the Common Council of the City of Rochester that, pursuant to Minn. Stat. §118A.02, subd. 1(a), the following financial institutions, authorized to do business in Minnesota, are hereby designated as depositories of the public funds of the City of Rochester, Minnesota, for the term beginning on January 1, 2026, and ending on December 31, 2026:

US Bank Rochester
Wells Fargo Bank Rochester
Principal Financial Group
PMA Financial Network

BE IT FURTHER RESOLVED that this designation is subject to the following terms and conditions:

1. The City of Rochester reserves the right to modify, vacate, or revoke this resolution as permitted by law.

2. To the extent that funds on deposit at the close of the financial institution's banking day exceed available federal deposit insurance, the City requires the financial institution to furnish collateral security or a corporate surety bond executed by a company authorized to do business in Minnesota. The provisions of Minn. Stat. §118A.03 apply to the collateral security or corporate surety bond provided by the financial institution.

3. The financial institutions shall pay on demand all deposits subject to payment on demand, with accrued interest, and pay on demand all time deposits, with accrued interest, at or after the end of the periods for which the same shall be deposited.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

RESOLUTION

Adopting the 2026 Assignment of Securities.

BE IT RESOLVED by the Common Council of the City of Rochester that the City authorizes any officer or other person hereinafter named: (a) to open or continue an account with US Bank Rochester or Wells Fargo Bank Rochester; (b) to execute and deliver to these financial institutions a signature card containing a specimen signature of officers or other persons hereinafter named; (c) to consent to the financial institution's rules and regulations governing bank accounts; and (d) to endorse and to deposit in such account checks, drafts, and other instruments and funds payable to or held by the City for the term beginning on January 1, 2026, and ending on December 31, 2026.

BE IT FURTHER RESOLVED that the Common Council authorizes the City's Treasurer and his/her designee to make investments of funds pursuant to Minnesota Statutes, Section 118A.01 through 118A.06 or other applicable law, and the City's investment policy duly adopted and amended by the Common Council, for the term beginning on January 1, 2026, and ending on December 31, 2026.

BE IT FURTHER RESOLVED that the Common Council designates that all checks, drafts, and other withdrawal orders against the City's general account shall bear the facsimile signature of Kim Norton, Mayor of the City of Rochester, and Brian Anderson, Treasurer of the City of Rochester, and designates that any and all other directions and instructions concerning the handling of City funds may be signed by any one of the following:

Brian Anderson, Treasurer/Director of Finance
Rachel Houdek, Finance Manager
Joy Harris, Accounting Manager
Tracy Roeder, Purchasing Analyst (payroll only)

BE IT FURTHER RESOLVED that the Common Council designates that all checks, drafts, and other withdrawal orders against Rochester Public Utilities account shall bear the facsimile signature of Kim Norton, Mayor of the City of Rochester, and Tim Mccollough, General Manager of Rochester Public Utilities, and also designates that any and all other directions and instructions concerning the handling of Rochester Public Utilities funds may be signed by any one of the following:

Tim McCollough, General Manager – Utilities or designated replacement
Peter Hogan, Director of Corporate Services
Judith E. Anderson, Controller
Lani Towne, Accounting Supervisor
Tina M. Livingston, Senior Financial Analyst
Brian Ehlenfeldt, Senior Financial Analyst

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Annual Designation of Official Newspaper

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Clerk

AGENDA SECTION:
Consent Agenda

PRESENTER:
Ann M. Kasel

Action Requested:
Adopting designation of the Rochester Post-Bulletin as the official newspaper for 2026 City printing, publishing, and advertising beginning January 5, 2026, at the rate established by Minnesota State Statutes for legal publications.

Report Narrative:
Both Minnesota State Statute and the City's Home Rule Charter require that the Council annually designate an official newspaper as defined in state law for publishing of notices, advertisements, ordinances, and other matters requiring publishing.

Priorities & Foundational Principles:
Quality Services
Economic Vibrancy & Growth Management

Policy Considerations & DEI Impact:
CHARTER SECTION 18.01. (Legal newspaper). Subdivision 1. The common council shall at the first regular meeting in each year or within thirty days thereafter designate one newspaper possessing the qualifications of a legal newspaper as prescribed by state law as the official newspaper of the city for the period of one year then beginning and until a successor is designated. All ordinances, official notices, and other matters required by this charter or law to be published shall be published in the official newspaper.

Prior Legislative Actions & Community Engagement:
An official newspaper shall be designated annually.

Fiscal & Resource Impact:
Notice publishing is budged for departmentally.

Alternative Action(s):
No alternative actions recommended at this time.

Prepared By:
Ann Kasel

Attachments:

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Annual Gambling Permit for Rochester Elks Lodge 1091 at Kinney Creek Brewery

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Clerk

AGENDA SECTION:
Consent Agenda

PRESENTER:
Christiaan Cartwright

Action Requested:

Adopting a Resolution authorizing an annual premises gambling permit for Rochester Elks Lodge 1091, operating out of Kinney Creek Brewery, located at 1016 7th St NW.

Report Narrative:

The Rochester Elks Lodge 1091 is a fraternal organization chartered in 1908. The Lodge invests in the community through programs aimed at helping children grow up healthy and drug-free, supporting the needs of today's veterans, and enhancing the overall quality of life.

Charity is the cornerstone of every Elk structure and the highest virtue of the order. Over the years, the Rochester Elks Lodge 1091 has shown its commitment to this principle by supporting various charitable initiatives in Rochester, including The Salvation Army, The Landing, the Eagles Cancer Telethon, youth sports, Boy Scout and Girl Scout programs, and other essential community programs.

The Rochester Elks Lodge 1091 meets all the requirements outlined in state statutes and is submitting an application for a permit to operate a new charitable gambling venue. This venue will be located at Kinney Creek Brewery, 1016 7th St NW. The Lodge already operates ten other established charitable gambling locations and is in good standing.

Annual gambling licenses are authorized for gaming activities, such as electronic pull-tab machines and bingo, to benefit an established non-profit or fraternal organization as defined in Minnesota State Statutes Sec. 349. Local authorities can oversee gambling licenses and permits under Section 349.213.

State statutes require a Council Resolution within 90 days of the organization submitting its application for approval to the state. Additionally, state statutes do not limit the number of premises an organization can have, provided that all conditions are met.

Priorities & Foundational Principles:

Quality Services
Economic Vibrancy & Growth Management

Policy Considerations & DEI Impact:

The issuance of licenses and permits is one of many efforts to ensure public safety, health, and well-being through oversight of the activities of various entities and designated businesses within the City, as well as oversight of licenses and permits issued relating to alcohol, gambling, and animals.

February 5, 2024, The Council approved the administrative issuance of many of our licenses by adopting Ordinance No.4522. This RCA addresses one of the license types that still requires final council approval, a necessity due to the annual gambling requirements levied by state law. Annual gambling permits require municipal approval by Resolution in accordance with Minn. State Statutes 349.213.

Prior Legislative Actions & Community Engagement:

No prior legislative actions.

Fiscal & Resource Impact:

Licensing activity is budgeted for under the City Clerk's Office main departmental budget. License application fees cover a portion of the cost of administering the licensing process.

Alternative Action(s):

No alternative actions are suggested at this time.

Prepared By:

Vorleak Sin

Attachments:

Resolution - Annual Gambling Permit for Rochester Elks Lodge 1091 at Kinney Creek Brewery

RESOLUTION

Approving an Annual Gambling Permit for Rochester Elks Lodge 1091 at Kinney Creek Brewery Located at 1016 7th St NW

WHEREAS, annual gambling licenses issued by the state require municipal permit approval by Resolution in accordance with Minn. State Statutes 349.213 and 349.16; and

WHEREAS, Rochester Elks Lodge 1091 is a qualifying fraternal organization with ten other established premises by which they are licensed to conduct charitable gambling activity within the City of Rochester; and

WHEREAS, Rochester Elks Lodge 1091 has met all the required criteria in accordance with the Rochester Code of Ordinances Chapter 8-10. – Gambling and the corresponding state laws.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Rochester, Minnesota, that the Council authorizes annual premises gambling permit for the Rochester Elks Lodge 1091 at Kinney Creek Brewery, located at 1016 7th St NW.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Rochester Downtown Alliance: Social Ice 2026 Community Festival

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Clerk

AGENDA SECTION:
Consent Agenda

PRESENTER:
Christiaan Cartwright

Action Requested:

Adopting a Resolution approving the special event permit application for the Rochester Downtown Alliance: Social Ice 2026 Community Festival and officially declaring the event a community festival.

Report Narrative:

The Rochester Downtown Alliance has applied for a special event permit for the Social Ice 2026 Community Festival. Set-up for the event will begin at 10:00 a.m. on February 3, 2026. During the event, parking meters in front of the Marriott will be designated as No Parking from February 3 to February 8, 2026.

The festival will take place on the following dates and times:

- February 6, 2026, from 4:00 p.m. to 10:00 p.m.
- February 7, 2026, from 1:00 p.m. to 10:00 p.m.

Clean-up will be completed by 12:00 p.m. on February 8, 2026.

The event is taking place in the Peace Plaza, on both the east and west sides of 1st Ave SW, extending from West Center St to Marriott Turnaround. Total street closures are requested at this location.

The Rochester Downtown Alliance: Social Ice 2026 Community Festival requests that the City Council waive the 85-decibel limit, with all sound terminating no later than 10:00 p.m., in concert with the event's end time.

City Code allows these types of events if they are deemed a "Community Festival," defined as an event celebrating the people, history, food, culture, music, or events of the City of Rochester, as declared by resolution of the Common Council.
The Rochester Downtown Alliance: Social Ice 2026 Community Festival is requesting the City Council waive the 85-decibel limit, with all sound terminating no later than 10:00 p.m. in concert with the end time of the event.

City Code allows for these types of events if they are deemed a "Community Festival" defined as an event celebrating the people, history, food, culture, music, or events of the City of Rochester as declared by resolution of the Common Council.

Priorities & Foundational Principles:

Quality Services for Quality Living
Economic Vibrancy & Growth Management

Policy Considerations & DEI Impact:

In approving the issuance of licenses, the Council is participating as prescribed by City ordinances in the regulatory framework in place to ensure public safety, health and well-being through oversight of the activity by contractors and designated businesses within the city, as well as oversight of licenses issued relating to alcohol, gambling, and animals.

Prior Legislative Actions & Community Engagement:

February 23, 2022: City Council - Rochester Downtown Alliance - Social Lights Community Festival approved. (Same event, new name.)
January 23, 2023: City Council - Rochester Downtown Alliance - Social-ICE 2023 Community Festival approved.
January 22, 2024: City Council - Rochester Downtown Alliance - Social-ICE 2024 Community Festival approved.
February 3, 2025: City Council - Rochester Downtown Alliance - Social-ICE 2025 Community Festival approved.

Fiscal & Resource Impact:

Licensing activity is budgeted for under the City Clerk's Office main departmental budget. License application fees cover a portion of the cost of administering the licensing process.

Alternative Action(s):

No alternative actions are recommended at this time. Denial will result in the Rochester Downtown Alliance- Social Ice not being able to hold their event.

Prepared By:

Vorleak Sin

Attachments:

Resolution - Rochester Downtown Alliance Social Ice 2026 - Community Festival

RESOLUTION

Approving a Special Event Permit for The Rochester Downtown Alliance - Social Ice 2026 as a Community Festival with Amplified Sound Waiver.

WHEREAS, Sec. 5-19-5(b) of the Rochester Code of Ordinances ("R.C.O.") states that specified on-sale intoxicating liquor licensees may dispense intoxicating liquor off-premises at a Community Festival held with the City of Rochester; and

WHEREAS, R.C.O. Sec. 5-19-5(b) defines a "Community Festival" to mean a community event celebrating the people, history, food, culture, music or events of the City of Rochester as declared by resolution of the Common Council; and

WHEREAS, R.C.O Sec 8-11-6 (c) does empower the City Council to "waive the maximum allowable sound pressure level provided in subsection (b) of this section and replace it with a restriction requiring the amplified sound to terminate no later than 10:00 p.m. on the day of each event covered by the permit."; and

WHEREAS, the Rochester Downtown Alliance - Social Ice 2026 ("The Event") event will occur on February 6-7, 2026, at Peace Plaza, on both east and west sides of 1st Ave SW, extending from West Center St to Marriott Turnaround; and

WHEREAS, The Event is requesting a street closure of 1st Ave SW from W Center St to Marriott Turnaround from February 5-8, 2026; and

WHEREAS, The Event is a community event celebrating the people, history, food, culture, music, or events of the City of Rochester; and

WHEREAS, The City of Rochester Common Council wishes to declare The Event as a Community Festival.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Rochester, Minnesota, that the Council, pursuant to R.C.O. Sec. 5-19-5(b), does hereby declare the Rochester Downtown Alliance – Social Ice 2026 Event as a Community Festival.

BE IT FURTHER RESOLVED by the Common Council of the City of Rochester, Minnesota, that the Council, pursuant to R.C.O. Sec. 8-11-6(c), does hereby waive the maximum allowable sound pressure and replace it with a restriction requiring the amplified sound to terminate no later than 10:00 p.m. on the dates of the event.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Cornerstone OnDemand for Learning Management System (LMS)

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Human Resources

AGENDA SECTION:
Consent Agenda

PRESENTER:
Aaron Parrish

Action Requested:

Authorizing a Renewal Contract with Cornerstone OnDemand, in the amount of $95,841.91, from Dec. 26, 2025 - Dec. 25, 2026, for continued access to Cornerstone Learning Management System (LMS).

Report Narrative:

Employee engagement and organizational readiness are critical to sustaining a high-performance organization, particularly during periods of significant change. As the City prepares to implement a new Enterprise Resource Planning (ERP) system with a native Learning Management System (LMS), a one-year renewal of our current LMS and learning content provider will ensure continuity, stability, and effective change support during this transition.

This request is intentionally limited to one year and serves as a bridge during ERP LMS implementation. Maintaining the current LMS during this period aligns with best practices for large system transitions by avoiding disruption to established learning processes while the new system is implemented and stabilized. Discontinuing the LMS prior to the new native LMS go-live would introduce unnecessary risk, reduce access to development resources, and hinder the City's ability to support employees through change.

During the ERP LMS implementation, the LMS will serve as a central hub for:

- Instructional content related to the ERP system and its modules, including future LMS functionality
- Timely updates and information about the ERP project
- Learning resources designed to support teammates through the change process
-

This approach supports consistency, clarity, and accessibility at a time when employees will be adapting to new systems, workflows, and expectations.

Continued access to the LMS also supports employee engagement and retention, which are closely linked to productivity, service quality, and organizational resilience. Investing in training and development during this transition aligns with the City's strategic priority of Quality Services and the Foundational Principle of Social Equity, ensuring equitable access to learning resources during a demanding period of change.

The LMS allows the City to efficiently deploy learning content across departments without additional per-participant costs and provides tools to track participation, completion, and engagement. These capabilities will support informed decision-making during the transition and help guide future planning for the ERP's native LMS.

In summary, this one-year renewal is a strategic, time-limited investment that preserves continuity,

mitigates transition risk, supports employee engagement, and positions the City for a successful implementation of the new ERP system.

Priorities & Foundational Principles:

Quality Services
Social Equity

Policy Considerations & DEI Impact:

Providing in-house training expands our ability to consider a wider pool of candidates who may bring much needed diversity of experience and background to the City of Rochester and have not had equal access to education and experience opportunities. Additionally, offering a content library removes barriers to ongoing education and training that many traditionally marginalized communities face. This also limits time away for travel and training with training that can be done asynchronously. Delivering learning content expediently, consistently, and accurately is critical during transitions.

Prior Legislative Actions & Community Engagement:

No prior Legislative Actions.

Fiscal & Resource Impact:

The cost originates from the existing Human Resources budget allocated to our existing Cornerstone/Aspire learning management system.

Alternative Action(s):

No alternative actions suggested at this time.

Prepared By:

Gretchen Bill

Attachments:

Contract - Cornerstone Learning Management System

cornerstone

Quote Number: Q-128449
Order Effective Date: (Date of Last Signature Below)
Quote Expiration Date: 03/09/2026

Cornerstone OnDemand - ORDER			
Customer Name	**City of Rochester, MN**		
Order Start Date	12/26/2025		
Order End Date	12/25/2026		
Primary Customer Contact	Gretchen Bill	gbill@rochestermn.gov	+1 507-328-2553
Customer Address (Ship To)	City of Rochester, MN,201 4th St Se Ste 204 ,Rochester, Minnesota, United States,55904		
Primary Billing (Invoice) Contact	Jason Blum	jblum@rochestermn.gov	+1 507-328-2568
Customer Billing (Invoice) Address	City of Rochester, MN,201 4th St Se Ste 204 ,Rochester, Minnesota, United States,55904		

Product(s)

Period 1
12/26/2025 - 12/25/2026

Product	Qty	Fee	Billing Frequency
Cornerstone Extend Import	1	Included	Annual
Unlimited Video Hosting and Delivery	1	Included	Annual
Choice Customer Success Package	1	Included	Annual
Single Sign On - Standard (SSO) Connector (s)	1	Included	Annual
Cornerstone Learning Management	1,400	Included	Annual
Cornerstone Content Subscriptions Public Sector	900	Included	Annual
Cornerstone AI Fluency (Complimentary)	1,400	Included	Annual
Period Subtotal:	**USD 95,841.91**		

Special Terms

With the exception of Content partner offerings and other third party products, should this Order be renewed for the same term length, products, and quantities, the fees for the renewal will be the same as the annualized fees for the last period of this Order, plus a 5.00% increase per period, beginning with the first period of the renewal.

Invoicing Schedule

Payment terms for this Order shall be Net 30 (days).

Fees are invoiced beginning on the Start Date(s) in accordance with the Billing Frequency. If required, Fees are pro-rated based on the actual number of days in the billing frequency period. One-time fees are invoiced on the Order Start Date. Any usage product which invoicing is based on usage will be billed monthly in arrears based on actual usage. Notwithstanding the foregoing, one-time fees for services on a SOW shall be invoiced in accordance with the billing terms set out in the applicable SOW. Unless otherwise expressly provided in an applicable Statement of Work ("SOW"), one-time fees for Services shall be invoiced on the Order Start Date and are due in accordance with the payment terms set forth herein. Except as otherwise expressly set forth herein, all purchases are non-cancelable and non-refundable. Fees are exclusive of applicable sales, use, VAT, GST, digital tax, DST and other taxes and are net of withholding taxes.

Product Details

Cornerstone Learning Management Includes:
Learner Home
Curricula
Certifications
Assignment
Instructor Led Training
Catalog Management
Observation Checklists
Skills Matrix
Connect

Choice Package:
New Functionality Readiness and Adoption – adopt and drive usage of new features
Optimization and Curation – keep your system relevant and easy to use, increase adoption and build competencies
S.O.S. (Sustain Our System) – get help with tasks and on-boarding new admins, and tune up your reports
Education – an efficient way to learn Cornerstone products, features and functions
Customer Success – proactive, strategic guidance and support to make the most of your investment
Technical Support – enhanced support and issue resolution
Customer Community – access self-help tools, connect with peers and stay up to speed on what's new
Product Collaboration and Engagement – have a voice in the future of Cornerstone
See Choice Package for detailed support descriptions.

Cornerstone's AI Fluency Content Journey package provides curated learning paths to help organizations upskill employees in artificial intelligence. It includes foundational to advanced courses on AI tools, ethics, productivity, and technical applications—supporting AI Upskilling journeys from individual contributors to technical specialists.
This AI Fluency Content Journey package is being provided on a complimentary basis for the duration of this renewal. Following expiration of this renewal, standard charges may apply.

Terms and Conditions

This Order is hereby incorporated into and made part of the parties' master agreement (the "Agreement"). If the term of the Agreement is set to expire prior to the end of the Order Term, the term of the Agreement is hereby extended through the end of the Order Term for the purposes of this Order.

Some Content is hosted by third-party content providers. These providers may process personal information (e.g., Active User identification, course tracking, etc.) only as necessary to provide the Content in accordance with AICC, SCORM, or equivalent standards. The list, locations, and security and privacy policies of such providers are available upon request.

Purchased course(s) shall be available from the Order Start Date above, through the earlier of: (i) the Order End Date above; or (ii) termination/ expiration of all Learning Orders; or (iii) termination of the Agreement, after which time all access / course registrations shall be terminated or expire without refund. Course loading and hosting services are included as a part of this Order. Content subscriptions are non-transferable; they are unique to individual users. Notwithstanding the foregoing, where Customer has purchased the Enterprise Content subscription, these subscriptions may each be reassigned one time per year of the Order. Subject to the foregoing. Cornerstone reserves the right to invoice Clients automatically for each subscription/registration exceeding the number purchased, based on the total Content price set forth in this Order, divided by the total number of Active Users subscribed to/registered for that Content.

Agreed and accepted:

By way of the initials, below, Customer's signatory confirms that they are knowledgeable about the Purchase Order process of Customer, and Customer hereby confirms that:

(Please select from the below options, and initial where indicated)

Customer will be sending a Purchase Order for this order (Yes/No): _____

If a Purchase Order will be sent, the number of such Purchase Order is: _____. If the Purchase Order number is not available at the time of signature, Customer agrees to provide same to Collections@finance.csod.com within seven (7) calendar days of the Order Effective Date. Following notice and a reasonable time to cure, Services are subject to suspension for failure to timely provide such Purchase Order. For the avoidance of doubt, Cornerstone does not require the Purchase Order to issue an invoice and may issue an invoice without waiting for the Purchase Order in the event of a delay. Regardless if a PO is required or not, Customer agrees to pay all invoices associated with this Order in accordance with the payment terms hereof.

Initial: ☐

Please note that Cornerstone may, at its sole discretion, elect to not process this Order if Customer does not provide the above information.

Customer		**Cornerstone OnDemand, Inc.**	
Signature :		Signature :	
Name:		Name:	
Title:		Title:	
Date:		Date:	

Order Validation

F.10

REQUEST FOR ACTION

Broker Selection and Listing Agreement for Marketing of the Vacant Land Adjacent to Fire Station 2

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
Josh Johnsen

Action Requested:

Adopting a Resolution authorizing Dialect Real Estate Advisors to select and proceed with a listing agreement with North Rock Real Estate as the exclusive brokerage firm for the marketing and sale of the approximately 1.1-acre parcel of vacant land adjacent to Fire Station 2.

Report Narrative:

This property is one of 22 parcels the City has identified for potential sale, grouped into three priority tiers: seven near term (0–3 years), nine mid-term (4–6 years), and six long term (7+ years) properties. The 1.1 acres of excess land next to Fire Station 2 is considered a near term priority, reflecting the City's intent to move forward with its sale within the next three years.

After previous marketing efforts did not result in a sale, the City reinitiated the process by issuing a competitive Request for Proposals (RFP) for brokerage services, managed by Dialect Real Estate Advisors.

The City received two RFP submissions, both from local real estate firms with a strong Rochester market presence. Each proposal included similar fee structures, marketing approaches, and brokerage experience. After evaluating qualifications, local expertise, proposed marketing strategies, and team capacity, the City and Dialect determined that North Rock Real Estate provided the strongest alignment with the City's goals for this assignment.

North Rock Real Estate is a Rochester based firm with extensive brokerage, development, and advisory experience across residential, commercial, hospitality, and mixed use asset types. Their proposal emphasizes targeted outreach to multifamily, commercial, hospitality, medical campus adjacent, and mixed use developers, supported by strong local relationships and on the ground market presence. North Rock's team, led by Principal Broker Mike Zirbes and Co-Founder and Principal Jeff Brown, brings proven experience with land transactions and municipal assignments that require feasibility analysis, marketing strategy, and stakeholder coordination.

Key elements of their submission include:

- Local Rochester office and established developer/investor network.
- Proposed 90–120 day initial marketing window with continued targeted outreach.
- Comprehensive listing, signage, tour coordination, and monthly reporting.
- Identification of site considerations such as grading, utilities, and engineering needs.
- Recommendation to explore a pro bono engineering feasibility assessment through local civil

firms.

A copy of North Rock's full proposal is attached.

Dialect will oversee coordination between North Rock and City staff, lead negotiations with interested parties, and assist in finalizing all required documentation. The intent of this engagement is to generate qualified buyer interest and facilitate the sale of this surplus parcel in alignment with the City's real estate and economic development strategies.

Priorities & Foundational Principles:

Fiscal Responsibility & Sustainability
Economic Resilience

Policy Considerations & DEI Impact:

The RFP based broker selection aligns with the City's real estate disposition framework and broader priorities of transparency, accountability, and economic stewardship. The process ensures equitable access for qualified firms and reinforces the City's commitment to responsible management of public land.

Prior Legislative Actions & Community Engagement:

July 26, 2021: Council Study Session - City-owned property recommendations.
August 16, 2021: Council Meeting - Approval of strategies to utilize existing City real estate for strategic priorities.
July 10, 2023 & January 22, 2024 - Council approvals of 6-month exclusive listing contracts with Hamilton Real Estate Group.
July 14, 2025: Council Study Session - Update on City real estate disposition activities.
November 3, 2025: City Council authorization to release a Broker Engagement RFP.

Fiscal & Resource Impact:

Brokerage commissions will be negotiated as part of the sale transaction. Any brokerage fees received by Dialect will be rebated in full to the City. Alternatively, at the City's discretion, brokerage fees may be applied as a credit toward future Dialect invoices.

Alternative Action(s):

No alternative actions are suggested at this time.

Prepared By:

Joshua Johnsen

Attachments:

Proposal - North Rock Real Estate

Resolution - North Rock Real Estate Broker Services

November [XX], 2025

Dan Johnson
Mitch Day
Jesse Nelson
Dialect, Inc.

Dear Dan, Mitch, and Jesse,

North Rock Real Estate ("NRRE") appreciates the opportunity to submit our proposal to assist the City of Rochester ("City") in marketing and positioning the Fire Station 2 Excess Land Site. As a locally based brokerage with deep roots and long-standing relationships within the Rochester development community, we welcome the chance to work collaboratively with Dialect to deliver an efficient and successful disposition process.

1. Firm Overview
North Rock Real Estate is a Rochester-based real estate brokerage, development, and advisory firm with extensive experience across residential, commercial, hospitality, and mixed-use work throughout Southeast Minnesota. Our team has participated in numerous land transactions and municipal assignments requiring a combination of planning insight, development feasibility, and targeted marketing expertise.

Key team members for this engagement include:
• Mike Zirbes – Principal Broker
• Jeff Brown – Principal

NRRE maintains a physical office in Rochester, providing direct access to local stakeholders and the active developer/investor community.

2. Targeted Users & Marketing Strategy
NRRE will utilize our local presence, developer relationships, and active market knowledge to drive efficient and qualified exposure to prospective users.

Our approach includes:
• Assessment of alternative site layouts, density programs, and anticipated end-user sizing

needs
• Outreach to multifamily developers, national/statewide commercial users, hospitality operators, medical campus-adjacent users, and mixed-use developers
• Listing placement on regional and national platforms
• On-site branded signage
• Direct brokerage networking
• Coordination of tours, inquiries, and screening
• Monthly reporting to Dialect and the City

We anticipate an effective 90–120 day primary marketing window followed by continued targeted outreach throughout the 12-month contract.

3. Known Impediments / Considerations
NRRE has identified the following factors that may influence the marketing process:
• Site grading and topography
• Potential need for civil/engineering analysis
• Utility extension timing
• Roadway configuration
• Proximity to existing City operations

NRRE Recommendation:
We propose exploring whether a local civil engineering firm would provide an initial pro-bono feasibility study in exchange for potential future engineering work. NRRE will lead outreach using our local civil contacts.

4. Compensation
NRRE proposes a 7% brokerage fee, payable at closing of the Land Site, to be split between Dialect and NRRE as mutually agreed upon.

Closing
We value the opportunity to partner with Dialect on this assignment. Please let us know if any additional details would be helpful.

Sincerely,
North Rock Real Estate

NORTHROCK
REAL ESTATE



CORPORATE OVERVIEW

TWIN CITIES OFFICE
441 Second Street
Excelsior, MN 55331
952-467-8602

WWW.NORTHROCKRE.COM

ROCHESTER OFFICE
2519 Commerce Dr. NW #200
Rochester, MN 55901
507-516-7130

NORTHROCK
REAL ESTATE



North Rock Real Estate is a full service commercial real estate company offering brokerage, property management and development services.

Our mission is to maximize value and return to our stakeholders by providing the highest quality real estate services available. We utilize industry leading platforms, develop proprietary in-house systems, and are constantly seeking to raise the bar. We value honesty and integrity above all, and believe that our firms success depends on serving the best interest of our clients.

NORTHROCK REAL ESTATE

LEADERSHIP



COLLIN NASH
PRINCIPAL

651-270-7742
cnash@northrockre.com

Collin has spent his career representing the real estate interests of organizations with national and international portfolios. His real estate pedigree includes accounting and consulting advisory roles focused on mid-market firms to investment, asset management and development roles with institutional clients. A CPA by background, Collin began his career with RSM, consulting with developers, owners and CFO's on a wide range of real estate investments, including retail, office, industrial, multifamily, and hospitality. Prior to joining North Rock, Collin spent six years as a Vice President at Carval Investors, Cargill's investment management arm which manages over $10 billion of institutional capital. At Carval, Collin was responsible for the oversight, asset management, and strategic repositioning of over $500 million of investments, including a substantial portfolio of resort and residential investments in Latin America. Collin holds an MBA from the University of Chicago's Booth School of Business.



JEFF BROWN
PRINCIPAL

952-607-7886
jbrown@northrockre.com

Jeff co-founded North Rock Real Estate in 2012 and has since completed over 500,000sf of brokerage transactions, $250MM in new development, and expanded the firms property management operations to roughly 25 properties. His experience includes landlord and tenant representation, development of office, retail, sr. housing and multifamily, and full service property management of all commercial property types. Jeff opened the firms Rochester, MN office in 2015 and leads that office, which has become a local market leader for commercial real estate services. Jeff graduated from University of New Hampshire's where he received a Bachelor's of Science from the Peter T. Paul school of Business & Economics.



MIKE ZIRBES
PRINCIPAL

651-303-6893
mzirbes@northrockre.com

Mike co-founded North Rock Real Estate in 2012. Since then, he has led all of the firms brokerage and development efforts, which have included over $300MM in new development projects and the direct representation of institutional clients in a variety of brokerage capacities. Mike began his career in commercial real estate sourcing equity and debt for one of the nations largest healthcare developers, assisting in the completion of several hundred million dollars' worth of projects across the United States. He leads North Rocks debt and equity sourcing, maintaining a wide network of lenders, investors and joint venture partners who have built strong relationships with the firm. Mike heads the Minneapolis office of North Rock and is the company's broker of record. Mike is a graduate of the University of St. Thomas in St. Paul, Minnesota where he earned a BA in Business with an emphasis in Entrepreneurship.



PAUL ARONHALT
DIRECTOR OF PROPERTY MANAGEMENT

507-226-5303
paul@northrockre.com

Paul began his career in commercial real estate by co-founding a property management company. After developing a portfolio of management contracts, he merged with North Rock Real Estate where today he co-leads the firm's property and asset management operations made up of over 25 commercial assets. Paul is currently on track to receive his Certified Property Manager (CPM®), and (CCIM®) designation before the end of 2021.



AJ HAWKINS
BROKER & DEVELOPER

507-259-6556
aj@northrockre.com

AJ began his career in commercial real estate in 2015, following in the footsteps of his father and grandfather. Since then, he has represented a wide variety of clients in brokerage transactions, gaining experience in industrial, office, retail and multi-family asset classes. AJ also co-founded a property management company which he eventually merged into North Rock Real Estate, and where he is a main contributor to growing the firm's management portfolio. AJ represents his clientele using a wide range of industry leading technology platforms, proprietary in-house analytics, and state of the art marketing tools. In addition to brokerage and management activities, AJ has completed the development of multiple commercial properties where he lead all aspects of design, construction, debt & equity sourcing and overall asset management. AJ focuses on new development, brokerage and management opportunities with the firm.

NORTHROCK
REAL ESTATE

BROKERAGE SERVICES

The roots of North Rock Real Estate are in its brokerage services. Understanding the unique needs of owners, users and the community are integral parts of commercial real estate brokerage and core competencies of North Rock.

NRRE works with businesses to provide real estate solutions which act as a catalyst to their overall business plan. As a result, our first step in any brokerage assignment for business owners is to develop a deep understanding of how the organization and its employees operate on a day to day basis, and what aspects of their real estate promote success. Ultimately this is crucial to locating and structuring real estate solutions that not only provide not only a home, but that also increase efficiency and add to an organizations bottom line. We also work with investors to execute short and long term real estate strategies for growth in net worth and cash flow. North Rock's ability to deliver successful results to clients comes from deep understandings of the markets it operates in, detailed qualitative and quantitative analysis of any opportunity considered and, above all, a primary focus on understanding, outlining and achieving the unique goals of each client.



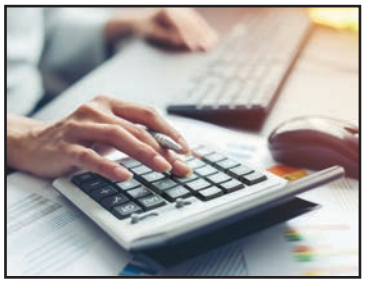
TENANT REPRESENTATION

- Assist businesses in Leasing Space
- Move coordination
- Tenant improvement planning and coordination
- Lease renewals



LANDLORD REPRESENTATION

- Assist landlords in leasing vacant space
- Develop unique marketing strategy and execute plan
- Enhance asset value, reduce downtimes/ vacancy



PROPERTY ACQUISITION

- Represent businesses and investors in acquiring real estate assets
- Due diligence and valuation
- Financing procurement and analysis
- Develop short and long term strategies as part of acquisition
- Develop investment criteria
- Facilitate 1031 exchange qualified transactions per IRS guidelines



PROPERTY DISPOSITION

- Represent landlords and investors in disposition of real estate assets
- Market analysis to understand highest and best value of property
- Capitalization rate analysis
- Property specific marketing approach to bring to market
- Analysis of tax implications of sale
- Tax deferred 1031 Exchange facilitation

NORTHROCK REAL ESTATE

RECENT BROKERAGE PROJECTS



MEDICAL OFFICE BROKERAGE
New 15 year Lease and Tenant-up for 5,000sf Oral Surgery Clinic in Rochester, MN



BUILDING LEASE & SALE
Represented Owner in Marketing and Sale of net leased property to investor in Rochester, MN



TENANT REPRESENTATION
Represented Trystar Inc. in leasing a new 10,000sf office in Burnsville, MN



LANDLORD REPRESENTATION
Represented landlord in the leasing of a 66,000sf industrial facility to regional and national tenants in Rochester, MN



MEDICAL OFICE BROKERAGE
Represented landlord in 15 year lease extension and expansion with major regional health care system

NORTHROCK
REAL ESTATE

PROPERTY MANAGEMENT

North Rock Real Estate is trusted by property owners to develop and execute short term and long term strategies for maximizing property value and ROI.

North Rock manages a portfolio of office, retail and industrial properties throughout Rochester, MN and the Twin Cities. Property owners entrust North Rock with all tenant relations, vendor management, property maintenance, accounting and reporting. North Rock has an intrinsic ability to manage to the owner's best interests given the Principals longstanding and ongoing experience owning commercial real estate.



Rent Collection



Tenant Relations



Lease Renewals / Tenant Retention



Vendor Management / Payment / Contracting



Building Maintenance



Accounting / Reporting



Capital Planning



Construction & Repair Coordination



Overall Cash Flow

NORTHROCK REAL ESTATE

SAMPLE OF CURRENT PROPERTIES MANAGED



25KSF PROFESSIONAL OFFICE COMPLEX



18KSF MIXED USE OFFICE/RETAIL COMPLEX



66KSF MULTI-TENANT INDUSTRIAL COMPLEX



18KSF OFFICE/RETAIL COMPLEX



24KSF MULTI-TENANT RETAIL CENTER



11K MULTI-TENANT RETAIL CENTER

NORTHROCK
REAL ESTATE

DEVELOPMENT

North Rock has expertise in planning and executing high quality real estate developments within office, retail, multi-family, senior housing and hospitality asset classes.

North Rock and/or its principals align with stakeholders and are invested alongside debt and equity investors in many of its new development projects. North Rock also provides development consulting services as an Owners Rep on a fee basis. Since 2012, North Rock has participated in and led the development of over $300 million dollars' worth of ground up projects, and has been hired as development consultant for $60 million worth of ground up projects.



SITE SELECTION & MASTER PLAN DEVELOPMENT

- Highest and best use analysis
- Fit and massing studies
- Entitlement research
- Platting, Declarations, Zoning
- Competition analysis

PROJECT BUDGETING & FEASIBILITY

- Development pro-forma
- Operating pro-formas
- Market study

PROJECT FINANCING FOR DEBT & EQUITY

- Evaluate opportunities in capital markets
- Debt & Equity Sourcing
- Obtain multiple proposals
- Prepare project offering memorandums

ENTITLEMENTS & GOVERNMENTAL APPROVALS

- Rezoning and variance requests
- Public assistance packages
- Neighborhood interfacing
- Permitting

PRE-CONSTRUCTION SERVICES

- Hire and manage architects, engineers & consultants
- Design project to market and feasibility
- Coordinate site investigation efforts
- Coordinate construction bidding documents

CONSTRUCTION PHASE ADMINISTRATION

- General contractor oversight
- Schedule and budget control
- Construction draw processing
- Punch list and warranty process

NORTHROCK
REAL ESTATE

RECENT DEVELOPMENT PROJECTS



NNN FREESTANDING BUILD TO SUIT - PANERA BREAD COMPLETED 2018



NNN MULTI-TENANT NATIONAL RETAIL CENTER – BUFFALO WILD WINGS AND ASSOCIATED BANK COMPLETED 2018



24,000SF CLASS A MIXED USE OFFICE/ MEDICAL COMPLEX COMPLETED 2019



159 UNIT CLASS A LUXURY APARTMENT BUILDING COMPLETED 2019



175 UNIT LUXURY SENIOR HOUSING COMPLEX COMPLETED 2015



103 UNIT HOME2 SUITES BY HILTON COMPLETED 201

OTHER COMPLETED AND IN-PROGRESS DEVELOPMENT PROJECTS

BTS RBC Wealth Management Office, Rochester MN – Completed 2012 • BTS Dental Office – Completed 2012 • Grand Oak Office Redevelopment, Eagan MN – Completed 2014
Northwestern Mutual Build to Suit Onalaska, WI – Completed 2015 BTS Oral Surgery Office Mankato, MN – Completed 2015 • Waters of Oak Creek Senior Housing - Completed 2018 • Havenwood of Onalaska Senior Housing – Completed 2019
Hue Apartments in Downtown Rochester, MN – Completed 2020 TownePlace Suites by Marriott Rochester, MN – Under construction (est. 2021) • BTS Dental / Restaurant Development Rochester, MN – Under construction (est. 2021) 24,000sf Office complex Rochester, MN – Under construction (est. 2021) • Residence Inn by Marriott Rochester, MN – Opening 2022 • Hampton Inn by Hilton Rochester, MN – Opening 2023

NORTHROCK
REAL ESTATE



TWIN CITIES OFFICE
441 Second Street
Excelsior, MN 55331
952-467-8602

ROCHESTER OFFICE
2519 Commerce Dr. NW #200
Rochester, MN 55901
507-516-7130

RESOLUTION

Adopting a Resolution Approving the Acceptance of the RFP Proposal from North Rock Real Estate for Brokerage Services Related to the Marketing and Sale of the Fire Station 2 Excess Land

WHEREAS, the City of Rochester (the “City”) has identified twenty-two City-owned parcels for potential disposition in alignment with its long-term real estate and economic development strategies, including the 1.1-acre parcel of excess land adjacent to Fire Station 2 (the “Site”); and

WHEREAS, the City, with support from Dialect Real Estate Advisors (“Dialect”), issued a competitive Request for Proposals (“RFP”) seeking qualified real estate brokerage firms to lead the marketing and sale of the Site; and

WHEREAS, following evaluation of the firms’ qualifications, local expertise, proposed strategies, team capacity, and alignment with the City's objectives, the City and Dialect recommend selecting North Rock Real Estate (“North Rock”) as the brokerage firm best positioned to market the Site; and

WHEREAS, North Rock’s proposal includes targeted outreach to multifamily, commercial, hospitality, medical-adjacent, and mixed-use developers; a defined 90–120-day active marketing window; local market presence; and a comprehensive brokerage and reporting approach, as further detailed in their submitted proposal (the “Proposal”); and

WHEREAS, acceptance of North Rock’s Proposal will allow the City to proceed with the structured marketing and potential sale of the Site consistent with its real estate disposition framework and strategic priorities;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Rochester, Minnesota, that the City hereby approves and accepts the RFP Proposal submitted by North Rock Real Estate for brokerage services related to the marketing and sale of the Fire Station 2 excess land and authorizes staff and Dialect Real Estate Advisors to execute the necessary engagement documents and proceed with the brokerage assignment.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF_____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

2026-28 Collective Bargaining Agreement – Engineering Technicians' Association

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Human Resources

AGENDA SECTION:
Consent Agenda

PRESENTER:
Tim Comstock

Action Requested:

Adopting a Resolution approving the recommended changes to the collective bargaining agreement with the Engineering Technicians' Association, for the years 2026-28.

Report Narrative:

The attached documentation outlines the proposed collective bargaining agreement, which primarily includes:

- Holiday changes;
- Vacation clarification;
- Clarification of benefits eligibility;
- Paid family medical leave (PFML) premium split;
- Clarification of MSRS eligible pay outs;
- Clarification of ESST usage and limitations;
- Clarification language for pay steps;
- Increase in standby pay;
- Revision of medical contributions for 2025;
- Simplified continuation of coverage language;
- Safety reimbursement increase;
- General wage adjustment of 4%, 3% and 2% for 2026-28 respectively;
- 0.25% increase in the maximum merit and lump sum amount;
- Add limited employment MOA into contract;
- Remove all outdated provisions, references and/or MOU's/MOA's; and
- Miscellaneous contract clean up and removal of gender pronouns.

Priorities & Foundational Principles:

Fiscal Responsibility & Sustainability
Quality Services

Policy Considerations & DEI Impact:

The Engineering Technicians' Association requested to negotiate the existing collective bargaining agreement with the City, which expired on December 31, 2025.

Prior Legislative Actions & Community Engagement:

A collective bargaining agreement with the Engineering Technicians' Association is adopted every three

years.

Fiscal & Resource Impact:
The wage settlement is similar to what has been negotiated with other bargaining units.

Alternative Action(s):
No alternative actions are suggested at this time.

Prepared By:
Tim Comstock

Attachments:
Resolution - Agreement with Engineering Technicians Association

RESOLUTION

Approving the Collective Bargaining Agreement with the Engineering Technicians' Association (Union) for the calendar years 2026-28.

WHEREAS, the Union and the City of Rochester are parties to an existing Collective Bargaining Agreement (CBA) that expired on December 31, 2025; and

WHEREAS, representatives of the Union and representatives of the City of Rochester have negotiated a three-year Collective Bargaining Agreement (CBA) for the term of January 1, 2026 - December 31, 2028; and

WHEREAS, Attachment A summarizes the changes negotiated to the existing CBA between the parties.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Rochester approves and ratifies the attached changes to the 2026-2028 CBA with the Engineering Technicians' Association.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

ATTACHMENT A

2026-2028 Engineering Technicians' Association
Summary of Collective Bargaining Agreement Changes

Article 7 - Holidays

A. All employees covered by this Agreement shall receive the following paid holidays, subject to the limitations below:

1. New Year's Day
2. Martin Luther King's Birthday
3. President's Day
4. Memorial Day
5. Juneteenth (June 19)
6. Independence Day
7. Labor Day
8. Veteran's Day
9. Thanksgiving Day
10. Day After Thanksgiving Day
11. ~~½ Day~~ Christmas Eve
12. ~~½ Day New Year's Eve~~
13. Christmas Day

B. Employees who are required to work on the actual day of the above holidays shall be paid at one and one- half (1-1/2) times the ~~normal~~ base hourly rate in addition to the holiday pay.

C. Any employee who is on vacation that extends through a holiday period shall not be charged for a day or days of vacation for the holiday.

D. Whenever any of the listed holidays falls on a Saturday, ~~except December 24th and December 31st,~~ the preceding Friday shall be observed as a holiday.

E. Whenever any of the listed holidays falls on Sunday, ~~except December 24th and December 31st,~~ the following Monday shall be observed as a holiday.

~~E.~~F. In the event Christmas Eve falls on a Sunday, it will be observed as a holiday on the preceding Friday. In the event Christmas Day falls on a Saturday, it will be observed as a holiday on the following Monday.

G. To be paid for these holidays, it shall be necessary for the employee to work, or be on pre-requested vacation or sick leave, the day before and after the holiday.

~~F.~~H. ~~All regular, part-time employees working 20 or more, but less than 40 hours per week are eligible to earn pro-rated holiday benefits.~~ To be eligible for the benefits provided by this Article, employment must be scheduled to last more than twelve (12) months and twenty (20) hours per week. Eligible employees working more than twenty (20) hours, but less than forty (40) hours per week will earn pro-rated holiday benefits.

Article 8 – Vacation

To be eligible for the benefits provided by this Article, employment must be scheduled to last more than twelve (12) months and twenty (20) hours per week. Eligible employees working more than twenty (20) hours, but less than forty (40) hours per week will earn pro-rated vacation benefits.

A. Employees shall earn and be eligible to use accrued vacation benefits from the start of their ~~regular~~ employment.

B. No accrued vacation benefits shall ~~accrue~~ be paid to an employee terminating within six (6) months of their employment starting date.

G. When an employee separates employment with the City and when their accrued vacation balance (including the "saved" vacation accrual balance, if applicable) is in excess of three hundred (300) hours, the City will multiply one hundred percent (100%) of the employee's entire outstanding accrual balance by the employee's rate of pay at that time. This amount will then be contributed to a healthcare savings account (HCSP). However, when an employee has applied for and been granted an irrevocable waiver of participation by MSRS and provided to the Employer written documentation of such waiver: amounts payable for unused vacation in the event of an eligible employee's separation shall be paid to the employee rather than to the MSRS Health Care Savings Plan. Such payments to the employee shall be subject to normal payroll withholdings as required by law.

Article 10 – Health and Dental Coverage and Life Insurance

To be eligible for the benefits provided by this Article, employment must be scheduled to last more than twelve (12) months and twenty (20) hours per week. Eligible employees working more than twenty (20) hours, but less than forty (40) hours per week will earn pro-rated insurance benefits.

A. The City shall provide term life insurance in an amount equal to two (2) times the employee's annual salary rounded to the next higher thousand dollars as outlined in the master policy on file in the City Clerk's office.

All new employees are eligible to receive life insurance effective the first (1st) day of the month following their date of hire and continuing while actively employed.

An employee's life insurance shall cease on their termination date. ~~Continuation of coverage will be available as provided by Federal and/or State law and other provisions of this agreement.~~

B. The City will provide group medical insurance to eligible employees and pay a portion of the total premium as follows:

Medical Plan	*City's Monthly Premium**		
Basic Medical Plan Tier	*Effective ~~2023~~2026*	*Effective ~~2024~~2027*	*Effective ~~2025~~2028*
Employee Only	*~~88~~87.00%*	*87.~~50~~00%*	*87.00%*
Employee + Spouse	*~~84~~83.50%*	*~~84~~83.~~00~~50%*	*83.50%*
Employee + Child(ren)	*~~84~~83.50%*	*~~84~~83.~~00~~50%*	*83.50%*

Family	*~~8~~483.50%*	*~~8~~483.~~00~~50%*	*83.50%*
High Deductible Plan	*Effective ~~2023~~2026*	*Effective ~~2024~~2027*	*Effective ~~2025~~2028*
Employee Only	*~~88~~87.00%*	*87.~~50~~00%*	*87.00%*
Employee + Spouse	*~~8~~483.50%*	*~~8~~483.~~00~~50%*	*83.50%*
Employee + Child(ren)	*~~8~~483.50%*	*~~8~~483.~~00~~50%*	*83.50%*
Family	*~~8~~483.50%*	*~~8~~483.~~00~~50%*	*83.50%*

The employee's share of the premium will be paid through a payroll deduction. The employee contribution towards the cost of coverage(s) is divided among twenty-four (24) pay periods. No payroll deductions are taken on the third pay period in any month.

C. The City shall contribute the following amounts to a Health Savings Account (HSA) for all benefit-eligible employees selecting the High-Deductible Health Plan coverage:

High-Deductible Medical Plan	Annual Contribution to HSA*
Employee Only	$1,400.00
Employee + Spouse	$2,800.00
Employee + Child(ren)	$2,800.00
Family	$2,800.00

**The annual contribution to the Health Savings Account is paid over 24 pay periods.*

D. The City will provide group dental coverage and will pay one hundred (100) percent of the cost of employee coverage. Dependents may participate in the same group dental coverage at the employee's expense. The City will pay eighty-five (85) percent of the cost of dependent coverage.

E. New employees who are eligible for health, dental and life insurance shall have coverage effective the first (1st) day of the month following their date of hire.

F. An employee on an authorized leave of absence from City employment who does not have earnings on the second (2nd) pay date of the month must submit payment for individual and/or family health coverage to Human Resources prior to the twenty-fifth (25th) of the month in order to maintain coverage(s). During a Family and Medical Leave Act (FMLA) leave of absence, the City will continue to pay its portion of the employee and dependent coverage(s) cost. The employee is responsible for the remainder of the cost of the coverage(s). Failure by the employee to make a timely payment as described above will result in the loss of coverage(s).

G. An employee's group health coverage shall cease on the last day of the month in which the employee terminates employment from the City.

H. The City assumes no liability or responsibility for insurance coverage if the employee fails to fulfill their responsibility under Sections F and G of this Article.

I. The City assumes no liability or responsibility for failure to insure or for lapsed or expired coverage.

~~J. Continuation of coverage will be available as provided by Federal and/or State law and other provisions of this Agreement.~~

Article 13 - Wages

An employee salary schedule effective the first (1st) payroll cycle in January ~~2023~~2026, January ~~2024~~ 2027 and January ~~2025~~ 2028 is attached to this Agreement marked Appendix A. The prevailing schedule of hourly wages for all bargaining unit positions shall be increased by ~~two~~ four percent (~~2~~4%), ~~two~~ three percent (~~2~~3%), and ~~three~~ two percent (~~3~~2%) respectively. To be eligible for the general wage increases reflected in Appendix A, the employee must be employed by the City ~~prior to March 31st, of the first (1st) year of the successor contract and~~ on the date of ratification of this Agreement by both parties.

~~A one-time lump sum payment in the amount of $1,000 shall be paid to employees in active payroll status as of December 1, 2024, with the lump sum payment being paid the second pay date in December of 2024.~~

With the approval of the Public Works Department Head and the Director of Human Resources, new employees may be placed on a higher step in the wage grid which factors in the candidate's employment qualifications, market conditions or other position-related criteria.

Article 16 – Grievance Procedure

Step Four

The request for arbitration must be made to the Director of Human Resources within six (6) working days of the determination of impasse. If the City and the Association can agree on an arbitrator, such person shall be named as arbitrator for this grievance. In case both parties cannot agree on an arbitrator within six (6) working days, they shall request a list of names from the Bureau of Mediation Services (BMS).

The selection of an arbitrator will be made in accordance with the rules governing the arbitration of grievances as established by the Bureau of Mediation Services. The arbitrator shall be notified of their selection by a joint letter from the City and the Association.

The arbitrator shall consider only the specific issue presented to ~~him/her~~them and shall have no power to add to, subtract from, or modify in any way the terms of this Agreement. The arbitrator's decision shall be rendered within thirty (30) days of the close of the hearing or submission of written briefs by the parties, whichever is later. It is understood by both parties that:

1. The cost of the arbitrator shall be paid equally by the City and the Association.
2. Each party shall pay the cost of its witnesses, legal fees, and representatives.
3. The decision of the arbitrator shall be final and binding.
4. In the event a cancellation penalty is charged by the arbitrator, the party requesting the cancellation will pay such penalty, unless otherwise mutually agreed.

Grievances presented by the City against the Association or an employee shall be filed in writing with the Association President. If the grievance is not settled to the satisfaction of the City within six (6) working days, it shall go to arbitration at the request of the City in the same manner and with the same provisions outlined in this Agreement for employee initiated grievances.

Choice of Remedy

If the grievance remains unresolved after Step Three or Step Four, the grievance may be referred to either Step Five or to a procedure such as Civil Service, Veteran's preference, or Human Rights. If appealed to any procedure other than Step Five, the grievance is not subject to arbitration pursuant to Step Five. The employee shall indicate in writing which procedure the employee chooses to use. *An employee pursuing a remedy pursuant to a statute under the jurisdiction of the United States Equal Employment Opportunity Commission may also pursue an appeal under the grievance procedure of this Agreement. If a court of competent jurisdiction rules contrary to the ruling in EEOC v. Board of Governors of State Colleges and Universities, 957 F.2d 424 (7th Cir.), cert. denied, 506 U.S. 906, 113 S. Ct. 299 (1992), or if Board of Governors is judicially or legislatively overruled, the italicized portion of this section shall be null and void and deleted.*

Article 18 – Duration of Agreement

The Agreement shall be effective as of the first (1st) day of January ~~2023~~2026, and shall remain in effect through the thirty-first (31st) day of December ~~2025~~2028.

Article 25 – Promotional Procedure

A. When a job opening occurs within the Engineering Technicians' Association's bargaining unit, it shall be posted internally and externally for a minimum of five (5) working days. The posting shall be prepared in standard Human Resources job posting format.

~~B. Employees within the Public Works Department who are qualified shall be considered simultaneously with external candidates for promotion or transfer opportunities.~~

Article 27 – Unused Sick Leave

To qualify for any provision of this Article, Unused Sick Leave, the employee must be an active employee who has accrued ten (10) or more years of continuous full-time or part-time regular service with the City of Rochester.

For employees hired prior to January 1, 2013: When an employee separates employment, the City will convert forty (40) percent of the employee's unused sick leave balance to be deposited to an individual Minnesota State Retirement System (MSRS) Health Care Savings Plan (HCSP).

The dollar value of the accumulated sick leave hours will be equal to forty (40) percent of the total accumulated sick leave hours at the time of separation multiplied by the employee's hourly rate of pay at the time of separation. Regular part-time employees (those regularly scheduled for twenty [20] to thirty-nine [39] hours per week) and who are not designated as temporary or seasonal will be eligible to convert forty (40) percent of their accumulated sick leave.

For employees hired on or after January 1, 2013: All employees, except those who are discharged for cause, shall convert forty (40) percent of the employee's first twelve hundred (1200) hours of accumulated but unused sick leave balance upon separation of employment. This amount shall be deposited into an individual Minnesota State Retirement System (MSRS) Health Care Savings Plan (HCSP) and calculated at the employee's regular rate of pay at time of separation.

In case of permanent disability of an active employee, as determined by PERA, an amount equal to one hundred (100) percent of unused sick leave will be deposited in a MSRS Health Care Savings Plan for the use of the employee as governed by MSRS rules. In case of the death of an active employee who has a dependent(s), an amount equal to one hundred (100) percent of unused sick leave balance will be paid in cash (less required State and Federal withholdings) to the dependent(s).

When an employee has applied for and been granted an irrevocable waiver of participation by MSRS and provided to the Employer written documentation of such waiver; amounts payable for unused sick leave in the event of an eligible employee's separation or permanent disability as specified above shall be paid to the employee rather than to the MSRS Health Care Savings Plan. Such payments to the employee shall be subject to normal payroll withholdings as required by law.

Article 28 – Safety Equipment

~~The City will reimburse an employee a maximum amount of five hundred twenty-five dollars[1] ($525.00) for the three-year term of this Agreement for the purchase of City-approved safety items provided an original receipt is submitted when requesting reimbursement. Items that may be covered by this provision include safety shoes, safety shoe insoles, prescription sunglasses, safety sunglasses, safety jackets, rain suits, rubber boots and other safety items approved by management. Any employee hired in the third year of this agreement will be limited to a maximum safety reimbursement of one hundred and seventy-five dollars ($175.00). In the event an employee leaves employment prior to the end of the contract term and has collected more than the annually prorated amount of this benefit, such excess amount paid shall be withheld from any final pay or shall be repaid to the City by the employee. The City and Association agree to meet annually to review the list of City-approved safety equipment covered by this Agreement.~~

~~[1]The safety reimbursement is set up for $175 for each year of this Agreement.~~
The City will reimburse all employees covered under this Agreement for the purchase of safety footwear and other personal safety items/equipment, approved by management, up to the maximum of $675 for the term of this Agreement:

- The reimbursement amount will be prorated annually ($225 per year) if an employee is hired during the term of this agreement.
- In the event an employee leaves employment or transfers to another bargaining unit prior to the end of the contract term and has collected more than the annual prorated amount, the reimbursement shall be prorated monthly, and such excess amount paid shall be withheld from any final pay or shall be repaid to the City by the employee.

- Safety footwear eligible for reimbursement must meet ASTM-2412 or ASTM-2413 standards and may include insoles and/or protective coatings. The City will not reimburse for the re-soling of safety footwear, clip-on steel toe caps, or protective toe covers.
- Other personal safety items/equipment eligible for reimbursement require prior management approval and may include safety rubber boots, safety jackets, and/or upgraded safety items not provided by the department.
- The reimbursement may also be used for employee-designated upgrades or enhancements under the City's Prescription Safety Eyewear program.
- Employees will only be eligible for reimbursement when the original receipt is submitted for reimbursement within 3 months of the purchase or within the contract year, whichever comes first.
- There shall be no pyramiding or compounding of safety reimbursement if an employee transfers between departments/bargaining units.

If prescription safety glasses are required, the City will reimburse the employee for the cost of lenses and City-approved frames under the City's Prescription Safety Eyewear program. The examinations are specifically excluded.

All City-provided safety clothing and Personal Protective Equipment will be required to be worn when performing safety-related duties.

Article 30 – Step Adjustments

Beginning in 2023, existing employees will be given a choice to follow either the existing tenure-based wage grid (Base Wage Grid), which requires 16 years of service to reach the maximum wage step; or follow the Accelerated Wage Grid, which allows for accelerated step progression, based on the successful completion of competencies, in order to advance to the maximum wage step, along with annual lump-sum merit payment after reaching the maximum step. Existing employees (hired before January 1, 2023) can opt into the accelerated grid at any time, but cannot revert-back to the original Base Wage Grid after opting-in.

Prior to making their irrevocable choice, employees interested in the competency-based Accelerated Wage Grid will be advised how they will transition to the wage grid and the competencies required for advancement.

All employees hired after January 1, 2023, will be required to follow the competency-based Accelerated Wage Grid. Employees reassigned within this bargaining agreement can retain their grid designation.

A. Employees who elected to follow the existing Base Wage Grid will move to their next eligible step in the pay period that most closely aligns with their anniversary or promotional date in their job classification providing the employee received a ~~successful~~ performance evaluation rating of "Meets Expectations" or "Exceed Expectations" for that year.

B. Beginning in 2023, employees who elect to follow the competency-based Accelerated Wage Grid will be placed at their current wage step and will move to their next eligible step in the pay period that most closely aligns with their anniversary or promotional date in their job classification, provided they meet the competencies required for advancement to Steps D, G and I, contained in Appendix A. Interim step advancement is also available, based on tenure, provided an employee's annual performance rating is ~~"Successful"~~"Meets Expectations" or

"Exceeds Expectations" and they are making progress, as determined by their supervisor, in obtaining the competencies necessary for advancement to Steps D, G or I.

Once an employee following the competency-based Accelerated Wage Grid has been at Step I for at least one year, they shall be eligible for a lump-sum merit payment of a minimum of ~~one~~ three-fourths~~half~~ of a percent up to a maximum of two and ~~one-half~~three-fourths of a percent (0.75% to 2.75%), based on their performance. The lump-sum merit payment shall be in the pay period that most closely aligns with their anniversary date.

C. Performance evaluations that have not been completed two (2) months after the employee's anniversary and/or promotional date shall be subject to the grievance process; however, step adjustments shall not be subject to the grievance process.

D. ~~Newly hired employees will generally be placed on Step A of the wage grid. With the approval of the Department Head and the Director of Human Resources, newly hired or promoted employees may be advanced steps within the grid due to consideration for previous work history or to accommodate an increase in wages for internal promotions.~~ At the discretion of the Department Head and Human Resource Director, an employee's wage step may be adjusted upward in order to maintain internal equity or due to market competitiveness, provided it does not supersede the milestone criteria.

E. All general wage grid adjustments will be effective the first full pay period of January for all contract years.

~~E.~~F. There shall be no step progression, or lump-sum merit payments after December 31, 2028, except as may be negotiated in the successor Collective Bargaining Agreement.

Article 31 – Standby

B. An employee who is instructed to remain in a standby status shall be compensated for such time at the rate of ~~thirty~~ forty dollars ($30~~40~~.00) per night (end of workday shift to start of the next day shift) on Monday, Tuesday, Wednesday, Thursday, and Friday; ~~one~~ two hundred ~~fifty~~ dollars ($~~150~~200.00) for week-end coverage which begins at the 7:00 a.m. on Saturday to the start of the work shift on the following Monday morning; and ~~seventy~~ ninety dollars ($~~70~~90.00) for a ~~half-day or full-day~~ holiday as listed in Article 7 of this Agreement. All standby premiums will be paid as earned wages. If the holiday falls within the timeframe of Tuesday through Thursday, the start of the standby period shall be from the end of the work day prior to the holiday to the start of the next workday following the holiday. If the holiday falls on a Friday or Monday, the weekend standby will be added to the holiday standby with the standby period running from the preceding workday to the start of the next workday.

Article 32 – Option to Purchase City-Sponsored Health Coverage, Dental Coverage, and/or Life Insurance after Retirement

An employee who retires from regular full-time employment with the City of Rochester may continue to participate in the City-sponsored benefits the employee had immediately prior to retirement pursuant to state and federal law, the City's Organizational policies, as well as benefit plan documents. Spouses of deceased retirees will be allowed to continue coverage under state and federal law.

~~An employee who retires from regular full-time employment with the City of Rochester may continue to participate indefinitely in the City-sponsored health and/or dental insurance group that the employee participated in immediately prior to retirement. The retiree may receive dependent coverage only if s/he received dependent coverage immediately prior to retirement. A retiree who initially selects dependent coverage may later drop dependent coverage while retaining individual coverage, but the retiree may not drop individual coverage and retain dependent coverage. City-sponsored life insurance may be continued until the retiree's seventy-fifth (75th) birthday.~~

~~In order to retain City-sponsored health and/or dental coverage or life insurance, the retiree and their spouse, if applicable, must authorize the requisite deductions from a checking or savings account in the amount that is designated by the City and may be changed from time to time through written notification from the City.~~

~~If a retired employee dies, the surviving spouse may continue to participate in the City-sponsored health and/or dental insurance group that the surviving spouse participated in at the time of the retired employee's death. The surviving spouse must authorize the requisite deductions from a checking or savings account in the amount that is designated by the City and may be changed from time to time through written notification from the City.~~

~~For the retiree, until age sixty-five (65), the amount of life insurance coverage which can be purchased is any amount, in thousand dollar increments, between a minimum of ten thousand dollars ($10,000.00) and a maximum of the amount of coverage available to the employee on the date of retirement from the City of Rochester. Beginning on a retiree's sixty-fifth (65th) birthday, the amount of life insurance coverage is limited by the underwriter to ten thousand dollars ($10,000.00).~~

~~Any life-time maximum benefit designated in the City's health coverage plan document continues to be applied after retirement.~~

34 – Limited Appointment Employees

Employees hired to fill the limited appointment positions will be members of the bargaining unit represented by the Union/Association and will be covered by all the terms and conditions of employment set forth in the current CBA except as follows:

A. Each limited appointment employee may work up to a maximum of one thousand forty (1,040) hours during each calendar year. The Employer shall determine the daily work schedule for limited appointment employees.

B. Each limited appointment employee shall be excluded from all wage and benefit provisions of the CBA during the first one thousand forty (1,040) hours worked by said employee each calendar year.

C. The hourly rate of pay for a limited appointment employee may be less than, but shall not be greater than sixty percent (60%) of the Step A wage rate established for engineering technicians as identified in the 2026-2028 CBA, Appendix A.

D. Limited appointment employees shall not accrue seniority under the CBA.

E. Limited appointment employees may have their appointment terminated or hours reduced at the sole discretion of the Employer and without recourse to the grievance procedure set forth in the CBA.

Appendix A – Wage Grid

For Advancement to Step D**
Employees must have been at Step C for at least 1 year, and:

- Complete all required job training;
- Obtain all required certifications;
- Successfully performing all regular job duties; and
- Demonstrate the ability to work effectively with others (teamwork).

Once it is determined that an employee has the competency requirements to be placed at Step D, they shall annually advance to Steps E and F, provided their performance is ~~"Successful"~~"Meets Expectations" or "Exceeds Expectations" and they are making progress, as determined by their supervisor, in obtaining the competencies necessary for advancement to Step G.

For Advancement to Step G**
Employees must have been at Step F for at least 1 year, and demonstrate proficiency in at least 4 of the following 6 competencies:

- The ability to perform increasingly complex job tasks;
- Increased independence in performing job duties;
- Problem solving on their own;
- Contribution to process/policy/program improvements;
- Increased responsibility for communicating with customers/stakeholders;
- Responsibility for record-keeping, archiving, or other project documentation.

Once it is determined that an employee meets the competency requirements to be places at Step G, they shall annually advance to Steps H, provided their performance is ~~"Successful"~~"Meets Expectations" or "Exceeds Expectations" and they are making progress, as determined by their supervisor, in obtaining the competencies necessary for advancement to Step I.

For Advancement to Step I**
Employees must have been at Step H for at least 1 year, and demonstrate proficiency in at least 4 of the following 6 competencies:

- Independence in daily workload, by working with little or no supervision;
- Completion of leadership coursework and training;
- Commitment to continuous improvement and learning;
- Mentorship of less-experienced teammates by being a resource or SME;
- Leading special projects;
- Coordinating City projects independently or with little oversight.

***The process to formally approve advancement to Steps D, G and I will include a 3-person review panel consisting of the employee's supervisor, another supervisor selected by the employee, and another supervisor selected by the employee's supervisor who will determine if the employee meets the competency criteria necessary for advancement to Steps D, G and*

I. If in the event the review panel does not determine an employee has met the competency criteria necessary for advancement to Steps D, G and I, they shall remain at the step preceding Steps D, G and I, even if their annual performance rating is ~~"Successful"~~"Meets Expectations" or "Exceeds Expectations".

Delete Obsolete MOU/MOA's, Contract Clean-up

Delete the following MOU/MOA's

- *2024 & 2025 Wage Schedule and Continuation of Benefits MOU*
- *Performance Evaluation Language*
- *Holidays*

Eliminate he/she pronouns and other grammatical errors.

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Downtown Historic District Property Preservation Program Funding

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
Josh Johnsen

Action Requested:

Adopting a Resolution authorizing Downtown Property Preservation Program funding (GSIA) in the amount of $76,495 for the property located at 328 South Broadway.

Report Narrative:

On January 22, 2024, the City Council made the decision to designate the Downtown Commercial Historic District as a Local Historic Landmark District. The Resolution approving the designation also approved the development of financial assistance programs.

On June 3, 2024, the City Council approved the Heritage Preservation Incentives package for the Downtown Commercial Historic District. The following financial incentives (both loan and grant programs) have been developed with the intention that they be used by historic district businesses and property owners to promote the preservation of historic properties while encouraging investment in the Downtown Commercial Historic District.

The Destination Medical Center Corporation (DMCC) Board approved this project application for funding under the DMC Downtown Infrastructure Investment Program at its December 10, 2025, meeting. Staff recommendations and the requirements for the proposed project are summarized below.

Property:
Address: 328 South Broadway
Commonly Known As: N/A
Applicant: DB Studio LLC
Recommended DMC GSIA Match (50%): $76,495
Total Project Cost: $152,990
Category of Investment: Building Accessibility Improvements.
Project Description: Accessibility Improvements with Installation of a lift.

Description of improvements:
The scope of work includes installation of a two-story personal lift and an upper-story walkway that connects the lift to the open second-floor hall. The proposed improvements will be located within the building's existing two-story open alley entrance, minimizing impacts to the historic property while enhancing functionality. These improvements support the goals of the Downtown Commercial Historic District by sensitively integrating modern accessibility features into a contributing historic property. The addition of a two-story lift expands access to the upper level for patrons, tenants, and visitors with mobility limitations, helping the property remain viable for contemporary commercial use. Accessibility

upgrades also strengthen the long-term economic performance of the building, broaden potential tenant and customer bases, and demonstrate stewardship of historic structures by ensuring they remain usable, safe, and welcoming to all members of the public.

The program includes three main financial incentives:
Infrastructure Investment Program: **(This is the program and funding source under request)**

- Up to $500,000 per contributing property using DMC General State Infrastructure Aid (GSIA).
- 50% match by other non-DMC funds.
- Eligible Expenses: Permanent physical improvement to the building that meet DMC definition of "public infrastructure project." Program categories include, adaptive reuse, building system upgrades, building safety and preservation, code modernization, and exterior improvements.
- Funds available until 12/31/2029 or until funds are exhausted or re-allocated.

Revolving Loan Fund:

- Offers up to $200,000 per eligible property through December 29, 2029 (or until funding runs out) using City Economic Vitality Funds.
- The term of the loan is 10 years with 0% interest.
  Covers costs such as systems and structural repairs, roofing, exterior preservation, restoration, rehabilitation, and adaptive reuse.
- Includes up to $20,000 in loan forgiveness per residential unit created to promote upper-floor housing (ground-floor residential is not eligible)

Pre-Renovation Grant:

- Provides up to $20,000 per project for soft costs related to building renovations using City Economic Vitality funds. Covers expenses like historic consultation, architectural design, feasibility, studies, and financial assessments.
- Requires a minimum of 50% match for eligible expenses.
- Runs concurrently with the revolving loan fund over the same 5-year period.

Funding Disbursement:
Reimbursement Basis: Funding will be made available on a reimbursement basis upon completion of verified project milestones.

These projects are a significant step forward in preserving and enhancing historic properties in the Downtown Commercial Historic District and align with the objective of the DMC Development Plan.

Priorities & Foundational Principles:

Economic Resilience
Social Equity

Policy Considerations & DEI Impact:

The Heritage Preservation Program is identified in The City Comprehensive Plan, Planning 2 Succeed (P2S), as part of the vision to provide high-quality environments. Protecting historic properties to promote the City's unique character & economic viability, while creating vibrant public spaces, attracting economic growth, fostering civic pride, and conserving resources are all aspects of landmark designation, which is the cornerstone of the Heritage Preservation Program

Prior Legislative Actions & Community Engagement:

January 22, 2024: Council Meeting - Landmark designation of the Downtown Commercial Historic District
May 6, 2024: Council Meeting - Ordinance First Reading for landmark designation
June 3, 2024: Approval of the Heritage Preservation Incentives Package for Downtown Commercial

Historic District
December 10, 2025: DMCC Board – Approval of the funding applications

Fiscal & Resource Impact:

Funding provided through DMC general state infrastructure aid. The downtown property preservation program fund to establish the Infrastructure Investment Program, was approved at the DMCC board on May 23, 2024.

Alternative Action(s):

No suggested alternative actions at this time.

Prepared By:

Joshua Johnsen

Attachments:

Resolution - Historic District Incentives Request 328 South Broadway

RESOLUTION

Adopting A Resolution Approving Downtown Property Preservation Program Funding Request for 328 South Broadway

WHEREAS, On January 22, 2024, the City of Rochester (the "City") established a downtown commercial historic district of thirty-two properties (the "Commercial Historic District District") located within the development district boundaries as adopted in the Development Plan (the "Development District"); and

WHEREAS, On May 23, 2024, the DMCC established a downtown property preservation program (the "Program"). The Program provides an application and a general state infrastructure aid funding process for public infrastructure projects within the Commercial Historic District; and

WHEREAS, The Program provides an opportunity of funding up to 50% of a capital improvement project (not to exceed $500,000 per property) within the Commercial Historic District if such project (i) meets the definition of a "public infrastructure project" (as defined in Minnesota Statutes, Section 469.40, subdivision 11); (ii) lies within the Development District and is defined as a "contributing property" within the Commercial historic District; (iii) is consistent with the Development Plan; (iv) achieves a capital improvement that is intended to be a permanent asset of the Commercial Historic District; and (v) satisfies certain statutory requirements, including prevailing wages and use of American-made structural steel, as well as local requirements, such as sustainable building standard, women and minority-owned construction contracting, and workforce development (collectively, the "Program Requirements"); and

WHEREAS, The final payment will be based on the actual costs and will not exceed 50% of the Proposed Project Cost; and

WHEREAS, The owner of property located at 328 South Broadway has requested funding under the Program for a project that will include accessibility improvements with installation of a two-story lift (the "Proposed Project"); and

WHEREAS, The Destination Medical Center Corporation (DMCC) has approved the Proposed Project on December 10, 2025, DMCC Board Meeting; and

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Rochester, MN, that the Council adopts the Downtown Property Preservation Program funding request in the amount of $76,495 for the property located at 328 South Broadway.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

F.13

REQUEST FOR ACTION

Bid Advertisement: Mayo Civic Center Marquee Sign and Mayo Park Improvements

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
Jaymi Wilson

Action Requested:

1. Authorizing advertisement for bids and scheduling a bid opening date upon approval of plans from the United States Economic Development Agency grant team for the Mayo Civic Center Marquee Sign and Mayo Park Upgrades Project.
2. Approving a Memorandum of Understanding with Experience Rochester for local match portion of project cost.

Report Narrative:

The City of Rochester was awarded a grant from the US Economic Development Administration (EDA) Travel, Tourism and Outdoor Recreation Program for tourism improvements that included renovations of the Chateau Theatre restrooms (now complete), a marquee sign in front of Mayo Civic Center, and park upgrades in Mayo Park to support vendor sales and food trucks during larger public events. The grant is a 70% USEDA Grant with a 30% City/partner local match requirement. The amount of federal grant funds awarded was $468,699. For the Chateau restrooms, DMC partnered to provide the local match for that portion of the project. For this remaining phase of the grant, Experience Rochester is partnering with the City to provide the local match for the marquee sign and park upgrades.

Bid documents for construction of the marquee sign in front of the Mayo Civic Center and concrete pads and electrical outlets for food trucks in Mayo Park are currently under final review with the USEDA grant team. Final authorization from USEDA , including approval of the bid documents and a bid authorization letter, is expected in January 2026. Once USEDA has approved the bid documents city staff will advertise the project and solicit bids. The grant terms require that all construction work must be substantially complete by September 30, 2026, therefore city staff intend to bid the project as soon as possible once final approval is obtained from USEDA.

Priorities & Foundational Principles:

Fiscal Responsibility & Sustainability

Policy Considerations & DEI Impact:

The USEDA Travel and Tourism Grant is designed to support post-COVID recovery of local travel and tourism or outdoor sectors. The marquee sign will increase visibility of events happening at the Mayo Civic Center, and the Mayo Park Upgrades will offer expanded options to have sales vendors or food trucks supporting events in the park.

Prior Legislative Actions & Community Engagement:

December 19, 2018: Request for Proposals Issued.
January 25, 2019: Request for Proposals Responses Received.
April 25, 2019: Council Study Session - Proposals presented to Council.
August 19, 2019: Council Meeting - EDG Operating Agreement Approved.
November 9, 2019: Council Meeting - EDG Operating Agreement Amendment Approved.
October 25, 2021: Council Study Session - Chateau Operator proposals Presented.
November 11, 2021: Council Meeting - Chateau Preferred Operator presented and Tabled.
January 19, 2022: Council Meeting - Chateau Preferred Operator Negotiation Approved.
May 15, 2023: Council Meeting -Advertisement for Bid for Chateau Restroom Renovation Authorized.
June 15, 2023: Bid Opening Completed.
June 26, 2023: Contract Award for Chateau Theatre Restroom Renovations

Fiscal & Resource Impact:

Funding provided by the USEDA Travel and Tourism Grant ($205,000 balance remaining), Experience Rochester ($95,000), and Mayo Civic Center Capital Funding (J3501) will be used to fund any remaining project costs. The opinion of probable cost for this project work is $315,000 for the marquee sign and $66,000 for the park improvements. One bid alternate is included for the marquees sign estimated at $36,250 and one bid alternate is included for the park upgrades estimated at $5,000.

Alternative Action(s):

No alternative action suggested.

Prepared By:

Jaymi Wilson

Attachments:

Bid - Mayo Civic Center - Marquee and Park Upgrades

Exhibit - Mayo Civic Center Marquee and Park Drawing Submittal Final

Agreement - Mayo Civic Center MOU Experience Rochester

CITY OF ROCHESTER
4001 WEST RIVER PARKWAY NW, SUITE 100
ROCHESTER, MN 55901
********PROPOSAL*********

EDA AWARD NUMBER: 06-79-06428

FOR THE MAYO CIVIC CENTER MARQUEE AND
PARK UPGRADES
GENERAL CONTRACTOR PROJECT WITH
BIDS RECEIVED THROUGH https://bidvault.mn.uccs.com,
UNTIL 11:00 O'CLOCK A.M. ON **January 27, 2026**

PROPOSAL OF _____
(Name of Firm) (Phone No.)

_____
(Address)

_____
(Authorized Signer)* (Email)

*See https://lf.rochestermn.gov/forms/eAuthorization

ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE CONTRACT, AND THE CONSTRUCTION DOCUMENTS WHICH ARE PART OF THIS PROPOSAL, FOR

CITY: **J3501-2025**

LOCATION: **30 Civic Center Dr SE, ROCHESTER, MN**

TYPE OF WORK **Mayo Civic Center Marquee and Park Upgrades**

STARTING DATE: **April 15, 2026**

COMPLETION DATE: **September 9, 2026**

**********NOTICE TO BIDDERS**********

BID RIGGING IS A SERIOUS CRIME. IF YOU HAVE ANY INFORMATION CONCERNING COLLUSIVE BIDDING, EVEN A REQUEST TO SUBMIT A COMPLIMENTARY BID, PLEASE CALL THE MINNESOTA ATTORNEY GENERAL'S OFFICE AT TELE. NO. 651-296-1796

TSP Architecture Engineering Planning

95 YEARS

PROJECT MANUAL

MAYO CIVIC CENTER
MARQUEE SIGN AND PARK UPGRADES

CITY OF ROCHESTER
20 CIVIC CENTER DRIVE
ROCHESTER, MN 55904

CONSTRUCTION DOCUMENTS

EDA AWARD NO. 06-79-06428
TSP PROJECT NO. 01231084

NOVEMBER 10, 2025

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DIVISION 00 — PROCUREMENT AND CONTRACTING REQUIREMENTS

00 01 05	CERTIFICATION PAGE
00 11 13	ADVERTISEMENT FOR BIDS
00 21 13	INSTRUCTIONS TO BIDDERS
00 26 00	PROCUREMENT SUBSTITUTION PROCEDURES
00 31 32.1	GEOTECHNICAL DATA
00 31 32.2	TECHNICAL MEMORANDUM
00 41 13	BID FORM - STIPULATED SUM (SINGLE-PRIME CONTRACT)
00 42 01	CITY OF ROCHESTER DESTINATION MEDICAL CENTER PUBLIC INFRASTRUCTURE PROJECTS AMERICAN MADE STEEL REQUIREMENTS
00 42 02	CITY OF ROCHESTER DESTINATION MEDICAL CENTER PUBLIC INFRASTRUCTURE PROJECT TARGETED BUSINESS REQUIREMENTS
00 43 13	BID SECURITY FORM
00 43 23	ALTERNATES FORM
00 44 20	RESPONSIBLE CONTRACTOR FORMS
00 51 00	CITY ROCHESTER PAY & PERF BOND
00 60 00	PROJECT FORMS
00 72 00	GENERAL CONDITIONS OF THE CONTRACT
00 73 00	COR-6 PREVALING WAGE COMPLIANCE REV.1 2021
00 73 46	PREVAILING WAGE COMPLIANCE AND REQUIREMENTS
00 73 46.1	PREVAILING WAGE RATES
00 75 00	BUILD AMERICA, BUY AMERICA ACT
00 80 00	EDA REQUIRED SPECIFICATION DOCUMENTS
00 81 00	CONTRACTOR PERFORMANCE EVALUATION
00 82 00	CITY OF ROCHESTER, MINNESOTA FORM OF CONTRACT

DIVISION 01 — GENERAL REQUIREMENTS

01 10 00	SUMMARY
01 23 00	ALTERNATES
01 25 00	SUBSTITUTION PROCEDURES
01 26 00	CONTRACT MODIFICATION PROCEDURES
01 29 00	PAYMENT PROCEDURES
01 31 00	PROJECT MANAGEMENT AND COORDINATION
01 32 00	CONSTRUCTION PROGRESS DOCUMENTATION
01 33 00	SUBMITTAL PROCEDURES
01 40 00	QUALITY REQUIREMENTS
01 42 00	REFERENCES
01 60 00	PRODUCT REQUIREMENTS
01 73 00	EXECUTION
01 77 00	CLOSEOUT PROCEDURES
01 78 23	OPERATION AND MAINTENANCE DATA
01 78 39	PROJECT RECORD DOCUMENTS
01 79 00	DEMONSTRATION AND TRAINING

END OF SECTION 00 01 10

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SECTION 00 01 05
CERTIFICATION PAGE

CERTIFICATION PAGE

PROJECT: City of Rochester, Mayo Civic Center Marquee Sign & Park Upgrades

ARCHITECT'S CERTIFICATION: I hereby certify that the Architectural Drawings and Divisions 0 through 14 of the Specifications were prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Name: Michael Young

Signature: _____

Date: 11/10/2025 Registration No. 59775

ELECTRICAL ENGINEER'S CERTIFICATION: I hereby certify that the Electrical Drawings and Specifications were prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Name: Jake Buckmiller, PE

Signature: _____

Date: 11/10/2025 Registration No. 58392

STRUCTURAL ENGINEER'S CERTIFICATION: I hereby certify that the Structural Drawings and Specifications were prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Name: Austin DeJong, PE

Signature: _____

Date: 11/10/2025 Registration No. 62467

SECTION 00 01 05
CERTIFICATION PAGE

CIVIL ENGINEER'S CERTIFICATION:

I hereby certify that the Civil Drawings and Specifications were prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Name: Vicki VanDell, PE
Signature: _____

Date: 11/10/2025 Registration No. 41352

LANDSCAPE ARCHITECT'S CERTIFICATION:

I hereby certify that the Landscape Archiecture Drawings and Specifications were prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Name: Kevin Teppen
Signature: _____

Date: 11/10/2025 Registration No. 26980

00 11 13
ADVERTISEMENT FOR BIDS

Notice is hereby given that qualified bidders may submit for project as described in this document.

Bids will be received at the office of City Clerk, City of Rochester for the furnishing of all labor, materials, equipment, etc., necessary for complete construction of the project in accordance with plans and specifications as prepared by TSP Inc. and on file in the Office of City Clerk.

All bids shall be made on proposal forms prepared by the City and shall follow the City's bidding requirements as defined in the bidding documents. No oral, facsimile, telegraphic or telephonic proposals or modifications will be considered.

Electronic bids will be accepted by the City Clerk through https://bidvault.mn.uccs.com/, until the Bid Time and Bid Date indicated below for construction of the following describe local improvement, pursuant to Minnesota Statutes, as amended, in accordance with the plans and specifications for the same which are on file in the Office of the City Clerk of said City.

Project Name:	Mayo Civic Center Marquee Sign and Park Upgrades
City Project Number:	J3501
Owner Name:	City of Rochester
Owner Address:	201 4th Street SE, Rochester, MN 55904
Bid Date:	December 9, 2025
Bid Time:	11:00 am (local time)
Contractor	<Your Company Name and Address>

All bidding questions must be received by December 7, 2025 4:00PM.

Immediately following expiration of the time for receiving bids, the City Clerk and two designated City officials will publicly open said bids in the City Hall and tabulate them in advance of the Council meeting. The recommended bid will be taken to The Common Council, which will consider the recommended bid in the Council/Board Chambers at the Government Center during the next council meeting following the bid date.

A pre-bid site inspection will be held at 30 Civic Center Dr SE site on December 2, 2025 at 1:00PM.

BID SECURITY AMOUNT: Bid security in the form of a bid bond shall be submitted with each bid in the amount of five percent (5%) of the bid amount. No bids may be withdrawn for a period of **60** days after opening of bids. Owner reserves the right to reject all bids and to waive informalities and irregularities.

TIME LIMIT: Bids shall be effective for 60 days after date of bid opening.

PAYMENT AND PERFORMANCE BONDS: Payment and Performance Bonds in an amount equal to 100% of Contract amount are not required as a condition of award but ARE required as a Condition of Contract. Other insurances are required as identified by the specifications. Personal bonds will not be accepted.

CONSTRUCTION COMPLETION TIME: Park Upgrades: August 1, 2026; Marquee: September 15, 2026

SALES TAX: The City of Rochester is exempt from paying sales tax provided the materials are purchased under a separate contract with the contractor acting as a Purchasing Agent of the Owner. The City of Rochester is requesting separate bids for Material and Labor under one submitted bid for this reason, and a Purchasing Agent Agreement will be required.

AWARD OF CONTRACT: The City intends to award one contract material and labor subject to the terms of this solicitation, to the Contractor whose bid is qualified and responsive, The Owner reserves the right to accept any bid or reject any non-responsive bids. The Owner shall have the right to waive informalities or irregularities in a proposal received and to accept the proposal which, in the Owner's judgment, is in the Owner's own best interest.

The City of Rochester reserves the right to:

- Accept bidders Base Bid only,
- Accept any one or more of bidders Alternate Bids, in any order regardless of in which they are listed,
- Reject all Bids,
- Award contract based on the owner's investigation of bidders, as well as acceptance of alternates, all of which owner deems to be in the owner's best interest,
- Waive informalities or minor irregularities in bids and waive minor irregularities or discrepancies in bidding procedure.

The City's determination of the "best interest of the City" with respect to the selection of Alternates shall be final and the City will not be required to document or justify the selection to the Bidder.

If the City determines that any Contract will be awarded to the Bidder submitting the lowest responsible bid as determined above in the "best interest of the City".

BIDDING DOCUMENT AVAILABILITY:
To become a registered plan holder on https://bidvault.mn.uccs.com/, you must create an account at https://bidvault.mn.uccs.com/. Bidders are responsible for all present and future downloads, including addendums and their attachments.

ONLY REGISTERED PLANHOLDERS WILL BE ALLOWED TO BID ON PROJECTS

ACCESS TO PROPOSAL PACKAGE:
The City of Rochester will provide bidders with access to the Proposal package online through the City of Rochester's https://bidvault.mn.uccs.com/ site.

Bidders / Contractors are responsible for obtaining copies of the construction documents for bidding and construction, and for any costs incurred therein.

Bid documents are made available only for the purpose of obtaining bids on this project and their use does not grant license for other purposes.

Bid Notices, Bid Addendums and Electronic Drawings for this project will be distributed by the City of Rochester.

PREPARATION OF PROPOSAL:
Bids shall be submitted electronically through BidVault
https://bidvault.mn.uccs.com/

Bid Security (bid bond or certified check) is required. Here are your options for submitting the bid security:

- Submit an electronic bid bond with your electronic bid for this project using Surety 2000 or InSure Vision; or
- Submit the original paper bid bond or certified check. It must be received in the City of Rochester prior to the bid opening time and date; or
- Email a copy of your original paper bid bond or certified check prior to the bid opening time and date. The copy must be emailed to Bidding@rochestermn.gov, (using the project number in the

subject line of the email) and, your original signed bid security must be received in the City of Rochester within three (3) days after bid opening.

SPECIFIC AWARD CONDITIONS:
The awarded bidder must notify the Owner of any prehistoric or historic archeological artifacts or human remains that are uncovered during construction, demolition, or earth moving activities. If the winning bidder comes across any of the findings listed above, the work must stop immediately and notify the owner, EDA, any Tribal communities and SHPO.

During grant 06-79-06428 related projects, the City of Rochester and Bidder will comply with all aspects and guidance provided by the U.S. Fish and Wildlife Services (USFWS) as stated in the letter to the City dated July 6, 2022. All parties will comply with the guidance for habitat migration, timing of activities or avoidance measures, and mitigation efforts to reduce any potential impacts to migratory birds and listed species.

If at any time circumstances arise where specific guidance cannot be determined based on the letter previously provided, the City of Rochester will contact the USFWS for further direction prior to continuing or proceeding with project efforts.

Federal Participation Disclosure – This project will be partially funded by with Federal Funds from the United States Department of Commerce, Economic Development Administration and therefore is subject to Federal laws and regulations associated with that program.

FAILURE TO COMPLETE THE WORK ON TIME:
The contractor shall not be allowed to leave the project site for a period of more than seven (7) consecutive calendar days, except for unforeseeable delays due to the weather. Should the contractor be absent from the project site for more than seven (7) consecutive calendar days, a calendar day penalty will be charged in the amount in accordance with the table below for each day absent until the Contractor returns and begins normal construction activity.

The contractor shall meet the milestone as described above. Should the contractor fail to meet a milestone the contractor will be charged a calendar day penalty in the amount in accordance with the table below for each day until the contractor completes the milestone requirements.

Disincentive Penalty		
Original Contract Amount		Disincentive Penalty charge per calendar day, $
From more than, $	To and including, $	
25,000	100,000	400
100,000	500,000	900
500,000	1,000,000	1,200

END OF SECTION 00 11 13

00 21 13
INSTRUCTIONS TO BIDDERS

1.1 SECTION INCLUDES
A. Instructions to Bidders – AIA Document A701 - 2018 Instructions to Bidders

1.2 INCORPORATION BY REFERENCE
A. The **AIA Document A701-2018 "Instructions to Bidders" 2018 Edition**, is not bound within this Project Manual but is incorporated into the Bidding and Contract Documents by reference and shall govern as if contained herein except as modified or supplemented below. All provisions of the referenced document not modified or supplemented shall remain in full force and effect. Where discrepancies occur between the referenced document and these modifications and supplemental paragraphs, the modification and supplemental paragraphs shall govern. Instructions to Bidders as modified and supplemented below shall apply to all Contractors, Subcontractors and Suppliers.

1.3 FEDERAL PARTICIPATION DISCLOSURE:
A. This project will be partially funded with Federal funds from the United States Department of Commerce, Economic Development Administration and therefore is subject to the Federal laws and regulations associated with that program.

1.4 TO OBTAIN REFERENCED DOCUMENTS:
A. Referenced documents are copyrighted by the American Institute of Architects. Contractors, Subcontractors and Suppliers shall obtain and pay for original documents.
B. Copies of these documents may be viewed or obtained at cost of providing same as follows:

1. American Institute of Architects
   Website: www.aia.org
2. TSP, Inc.
   1500 Hwy 52 N; Rochester, MN 55901
   Telephone: 507-288-8155
   Website: www.teamtsp.com

PART 2 - PRODUCTS

PART 3 - EXECUTION

END OF DOCUMENT 00 21 13

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00 26 00
PROCUREMENT SUBSTITUTION PROCEDURES

1.1 DEFINITIONS

A. Procurement Substitution Requests: Requests for changes in products, materials, equipment, and methods of construction from those indicated in the Procurement and Contracting Documents, submitted prior to receipt of bids.

B. Substitution Requests: Requests for changes in products, materials, equipment, and methods of construction from those indicated in the Contract Documents, submitted following Contract award. See Section 01 25 00 "Substitution Procedures" for conditions under which Substitution requests will be considered following Contract award.

1.2 QUALITY ASSURANCE

A. Compatibility of Substitutions: Investigate and document compatibility of proposed substitution with related products and materials. Engage a qualified testing agency to perform compatibility tests recommended by manufacturers.

1.3 PROCUREMENT SUBSTITUTIONS

A. Procurement Substitutions, General: By submitting a bid, the Bidder represents that its bid is based on materials and equipment described in the Procurement and Contracting Documents, including Addenda. Bidders are encouraged to request approval of qualifying substitute materials and equipment when the Specifications Sections list materials and equipment by product or manufacturer name.

B. Procurement Substitution Requests will be received and considered by Owner when the following conditions are satisfied, as determined by Architect; otherwise requests will be returned without action:
   1. Extensive revisions to the Contract Documents are not required.
   2. Proposed changes are in keeping with the general intent of the Contract Documents, including the level of quality of the Work represented by the requirements therein.
   3. The request is fully documented and properly submitted.

1.4 SUBMITTALS

A. Procurement Substitution Request: Submit to Architect. Procurement Substitution Request must be made in writing in compliance with the following requirements:
   1. Requests for substitution of materials and equipment will be considered if received no later than 7 days prior to date of bid opening.
   2. Submittal Format: Submit one copy of each written Procurement Substitution Request, using CSI Substitution Request Form 1.5C.
   3. Submittal Format: Submit Procurement Substitution Request, using format provided on Project Web site.
      a. Identify the product or the fabrication or installation method to be replaced in each request. Include related Specifications Sections and drawing numbers.
      b. Provide complete documentation on both the product specified and the proposed substitute, including the following information as appropriate:
         1) Point-by-point comparison of specified and proposed substitute product data, fabrication drawings, and installation procedures.
         2) Copies of current, independent third-party test data of salient product or system characteristics.
         3) Samples where applicable or when requested by Architect.
         4) Detailed comparison of significant qualities of the proposed substitute with those of the Work specified. Significant qualities may include attributes such as performance, weight, size, durability, visual effect, sustainable design characteristics, warranties, and specific features and requirements indicated. Indicate deviations, if any, from the Work specified.
         5) Material test reports from a qualified testing agency indicating and interpreting test results for compliance with requirements indicated.
         6) Research reports, where applicable, evidencing compliance with building code in effect for Project.

7) Coordination information, including a list of changes or modifications needed to other parts of the Work and to construction performed by Owner and separate contractors, which will become necessary to accommodate the proposed substitute.

c. Provide certification by manufacturer that the substitute proposed is equal to or superior to that required by the Procurement and Contracting Documents, and that its in-place performance will be equal to or superior to the product or equipment specified in the application indicated.

d. Bidder, in submitting the Procurement Substitution Request, waives the right to additional payment or an extension of Contract Time because of the failure of the substitute to perform as represented in the Procurement Substitution Request.

B. Architect's Action:

1. Architect may request additional information or documentation necessary for evaluation of the Procurement Substitution Request. Architect will notify all bidders of acceptance of the proposed substitute by means of an Addendum to the Procurement and Contracting Documents.

C. Architect's approval of a substitute during bidding does not relieve Contractor of the responsibility to submit required shop drawings and to comply with all other requirements of the Contract Documents.

END OF DOCUMENT 00 26 00

00 31 32.1
GEOTECHNICAL DATA

1.1 GEOTECHNICAL DATA

A. This Document with its referenced attachments is part of the Procurement and Contracting Requirements for Project. They provide Owner's information for Bidders' convenience and are intended to supplement rather than serve in lieu of Bidders' own investigations. They are made available for Bidders' convenience and information but are not a warranty of existing conditions. This Document and its attachments are not part of the Contract Documents.

B. Geotechnical investigation reports for Proposed building addition, prepared by WSB, dated October 27, 2025, for viewing as appended to this Document.

END OF DOCUMENT 00 31 32

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00 31 32.2 Technical Memorandum

To: ***Jaymi Wilson***
Project Manager
City of Rochester

From: ***Mark Osborn, PE***
Senior Geotechnical Engineer
WSB

Date: ***October 27, 2025***

Re: ***ROCH - Mayo Civic Center Monument / Truck Slab***
30 Civic Center Drive Southeast
Rochester, MN 55904
WSB Project No. 032079-000

---

1. Background

WSB was requested to prepare a recommendation for a new monument and a concrete slab-on-grade for a food truck pad located at the address listed above. We assume that the monument will be constructed on shallow concrete spread footings, and the food truck pad will be a thickened slab, both having a relatively light load.

2. Procedures

WSB completed 1 standard penetration soil boring and 1 hand auger boring at the project site. Our field crew staked the boring using the supplied site plan. The approximate boring locations are shown on the Soil Boring Exhibit. The ground surface elevations at the borings were estimated by using LIDAR data with 2-foot contours. These maps should be accurate to within +/- one foot (1') provided ground surface modifications at this site have not been completed since LIDAR data was obtained.

We completed the borings on October 10, 2025, with a truck-mounted CME-45 drill rig operated by a two-person crew and a 1-inch hand auger. The drill crew advanced the standard penetration boring using continuous hollow stem augers. The drilling information is provided on the boring

540 GATEWAY BLVD | BURNSVILLE, MN | 55337 | 952.737.4660 | WSBENG.COM

log. The soil samples for the standard penetration boring were obtained using a split-barrel sampler which was driven into the ground during standard penetration tests in accordance with ASTM D 1586, Standard Method of Penetration Test and Split-Barrel Sampling of Soils. Hand auger borings were drilled and straight pulled to obtain soil samples directly from the auger bucket. The materials encountered were described on field logs and representative samples were containerized and transported to our laboratory for further observation and testing.

The samples were visually observed to estimate the distribution of grain sizes, plasticity, consistency, moisture condition, color, presence of lenses and seams, and apparent geologic origin. We classified the soils according to type using the Unified Soil Classification System (USCS). A chart describing the USCS is included.

3. Soil Results

Our borings encountered topsoil overlying fill soils, followed by Saint Peter Sandstone in Boring B-1.

The topsoil encountered was 10 – 12 inches in thickness and consisted of slightly organic clayey sands. These soils were dark brown in color and moist.

The fill materials consisted of a mixture of clays, clayey sands, and sands. These soils ranged from light brown, dark brown, and white in color and were moist. We also noted pieces of plastic within the fill materials at depths of 4 – 6 feet. An organic content test was performed on the Sample 3 from Boring B-2. The result was 3.2% organic content. According to the MnDOT Geotechnical Manual, 2 – 5% organic content is considered Slightly Organic.

The Saint Peter Sandstone encountered in Boring B-1 at a depth of 5 feet was light brown in color and was moist. This boring was terminated at a depth of about 5½ feet due to auger refusal. Auger refusal occurs when the auger can no longer advance with the soil drilling technique being used, primarily due to boulders, bedrock, or other foreign debris.

4. Discussion

No information was provided to us regarding density tests or excavation observations for the

existing fills encountered at the boring locations. We also noted that these fills contained pieces of plastic. It does appear that these fill materials were placed to support any structural loads.

Construction on existing fills has a higher risk of differential settlement. Generally, fills that are not documented or contain debris and other unsuitable materials are recommended for removal and replacement with an engineered fill. The best option would be complete removal of the existing fill materials, and replacement with engineered fill.

However, we understand that the excavation of 5 feet of fill soils for a lightly loaded monument may be cost prohibitive. In addition to removal and replacement, we have provided an alternative option to leave the existing fills in place.

Organic soils and vegetated root zones are not suitable for structural support and should be removed from the monument and engineered fill areas.

5. Foundation Recommendations

We recommend removing all organic materials, if encountered, from the construction areas.

Full Excavation

Full excavation and replacement of the existing fills would provide the best subgrade support of the foundations. This would require excavations to depths of approximately 5 feet below grade and replacement with an engineered fill. The existing fill soils may be suitable for reuse as fill materials if moisture conditions and observed for presence of organics, debris, and other detrimental materials.

Engineered fill materials should consist of granular embankment materials per MnDOT 2106.2.B.1. These fills should be compacted to a minimum of 95% of the standard proctor ASTM D698.

We anticipate the final subgrade would be able to support 3,000 psf allowable bearing loads. Settlements should be less than 1 inch across the base of the structures.

Partial Excavation

Full excavation and replacement of the existing fills are the best option, however they can be very costly. The risks for a monument and thickened slab are lower than an occupied building. The allowable risk is dependent on the owner. These risks can be reduced by following the recommendations below.

We recommend the excavation and replacement of a minimum of 2 feet below the bottom of monument foundation and bottom of thickened slabs. This fill should consist of a granular embankment materials per MnDOT 2106.2.B.1. We recommend compaction of the aggregate fill materials to a minimum of 100% of the standard proctor ASTM D698. This will provide a more stable base for the foundation.

The sub-excavations should be oversized by at least one foot (1') beyond the edge of footings for each foot of depth below the bottom of footing elevations (1-horizontal to 1-vertical lateral oversizing).

We anticipate this design subgrade would be able to support 2,000 psf allowable bearing loads. Settlements should be less than 1½-inches across the base of the structures. This alternative option does come with a higher risk of maintenance if excessive settlements occur. If overturning is a concern for the monument than additional excavations below the foundation may be required to resist overturning pressures.

General Discussion

Because the depth and lateral extent of the sub-excavations will vary away from our borings, we recommend a qualified engineering technician working under the direction of a registered professional geotechnical engineer observe and test the excavation bases during construction.

It is important to review the fill limits and total depth of fill when placing structures upon compacted materials and when filling the excavation. The location of the footings should allow for at least a one to one (1:1) slope from the bottom of the footing to the outside limits of the engineered fill.

We recommend that excavations at this site be observed by a soil engineer or technician prior to fill or backfill placement, or construction of foundation elements to determine if the soils are capable of supporting the backfilled material and foundation loads. These observations are recommended to judge if the unsuitable materials have been removed from within the planned construction area and an approved level of lateral oversize has been provided.

6. Design Parameters

To assist in below-grade design, Table 1 presents estimated soil parameters for common backfill soils. The coefficients presented below assume a level backfill at the top of excavation. If the backfill is sloped, these values may change significantly.

Table 1 – Estimated Soil Parameters

Soil Type	Unit Weight pcf	Angle of Internal Friction	Equivalent Fluid Weight (psf/ft)^2		
			Active	Passive	At-Rest
SP, SP-SM	110	29	38.2	317.0	56.7
SM, SC	125	31	40	390.5	60.6
CL	112	18	59.1	212.2	77.4

Pavement Design

We understand the slab design is planned to consist of 7 inches of concrete overlying 6 inches of MnDOT class 5 aggregate base. In our opinion this section should be suitable for support of the food trucks.

Concrete panels require saw cutting of joints at lengths based on the thickness of the concrete slab. A 7-inch concrete panel would require panel sizes of 12 feet by 14 feet.

Aggregate base placement for pavement support should meet the gradation and quality requirements for Class 5 per MnDOT specification 3138. Aggregate base material should be compacted to 100 percent of its standard Proctor maximum dry density.

7. Standard of Care

The recommendations and opinions contained in this technical memorandum are based on our professional judgment. The soil testing and geotechnical engineering services performed for this project have been performed with the level of skill and diligence ordinarily exercised by reputable members of the same profession under similar circumstances, at the same time and in the same or a similar locale. No warranty, either expressed or implied, is made.

LOG OF TEST BORING

PROJECT NAME: Mayo Civic Center Survey - Geotech PROJECT LOCATION: Rochester, MN
CLIENT/WSB #: 032079-000 SURFACE ELEVATION: 992 ft

BORING NUMBER B-1
PAGE 1 OF 1

DEPTH (ft)	ELEV. (ft)	DESCRIPTION OF MATERIAL	USCS	GEOLOGIC ORIGIN	WL	Drilling Operation	SAMPLE TYPE	SAMPLE No.	N	MC %	%Fines	N-Value Plot
		12" TOPSOIL: Clayey Sand, slightly organic, brown, moist	SC	Topsoil			HA	1	7			7
1	991	SAND, fine to coarse grained, light brown, moist	Fill	Fill			HA	2	7	4		7
2	990	SAND, pieces of organics, fine to medium grained, dark brown and light brown, moist	Fill				HA	3	6	20		6
3	989	SAND WITH CLAY, fine to medium grained, light brown with white and dark brown, moist	Fill				HA	4	5	7	12	5
4	988	CLAYEY SAND, pieces of sandstone, light brown with white and dark brown, moist	Fill				HA	5	5	11	15	5
5	987	SANDSTONE SAND, fine to medium grained, golden brown, moist - [Auger refusal at 5.5 feet]	SP	St. Peter Sandstone			HA	6	5	8	4	5
		End of Boring 5.5 ft.										

N-Value Plot: 0 5.5 11

WATER LEVEL MEASUREMENTS

START: 10/15/2025 END: 10/15/2025

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	WATER DEPTH	WATER ELEVATION	METHOD
10/17/2025	10:30 am	5.5	5.5	5.5	None		Hand Auger 0' - 6.5'

Crew Chief: N. Olson
Logged By: A. Wacek
Notes:

GEOTECHNICAL N-PLOT - WSB.GDT - 10/22/25 16:34 - M:\032079-000\GEO\MAYO CIVIC CENTER - BORING LOG.GPJ

LOG OF TEST BORING

PROJECT NAME: Mayo Civic Center Survey - Geotech PROJECT LOCATION: Rochester, MN
CLIENT/WSB #: 032079-000 SURFACE ELEVATION: 986 ft

BORING NUMBER B-2
PAGE 1 OF 1

DEPTH (ft)	ELEV. (ft)	DESCRIPTION OF MATERIAL	USCS	GEOLOGIC ORIGIN	WL	Drilling Operation	SAMPLE TYPE	SAMPLE No.	N	MC %	%Fines	N-Value Plot 0 8 16
		10" TOPSOIL: Clayey Sand, slightly organic, dark brown, moist	OL	Topsoil								
1	985	CLAYEY SAND, brown and dark brown, moist	Fill	Fill			AU	1				
2	984						SB	2	12	13	49	12
3	983											
4	982	SLIGHTLY ORGANIC SANDY LEAN CLAY, pieces of plastic, dark brown, moist [Organic Content = 3.2%]	Fill				HSA					
5	981	- [Boring terminated at 6 feet due to mechanical failure]					SB	3	12	13		12
6	980	End of Boring 6.0 ft.										

WATER LEVEL MEASUREMENTS | START: 10/15/2025 | END: 10/15/2025

DATE	TIME	SAMPLED DEPTH	CASING DEPTH	CAVE-IN DEPTH	WATER DEPTH	WATER ELEVATION	METHOD	Crew Chief:	Logged By:
								N. Olson	A. Wacek
10/15/2025	12:00 pm	6	4.5	6	None		3.25" HSA 0' - 4.5'	Notes:	

GEOTECHNICAL N-PLOT - WSB.GDT - 10/22/25 16:34 - M:\032079-000\GEO\MAYO CIVIC CENTER - BORING LOG.GPJ



Document Path: M:\032079-000\GIS\Maps\Geotech Soils Boring 0320798.5x11_portraitborder Date Saved: 10/27/2025

Soil Boring Exhibit

Mayo Civic Center Survey
Rochester, MN

N

0 125 Feet

1 inch = 125 feet

CITY OF ROCHESTER MINNESOTA

wsb

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1.1 BID INFORMATION

A. Bidder: _____.
B. Project Name: Mayo Civic Center Marquee Sign and Park Upgrades
C. Owner Project Number: J3501
D. Project Location: 30 Civic Center Dr SE, Rochester, MN 55904
E. Owner: City of Rochester
F. Architect: TSP, Inc. – Rochester, MN
G. Architect Project Number: 01231084

1.2 CERTIFICATIONS AND BASE BID

A. Base Bid, Single-Prime (All Trades) Contract: The undersigned Bidder, having carefully examined the Procurement and Contracting Requirements, Conditions of the Contract, Drawings, Specifications, and all subsequent Addenda, as prepared by TSP, Inc and Architect's consultants, having visited the site, and being familiar with all conditions and requirements of the Work, hereby agrees to furnish all material, labor, equipment and services, including all scheduled allowances, necessary to complete the construction of the above-named project, according to the requirements of the Procurement and Contracting Documents, for the stipulated sum of: _____ Dollars ($_____).
   1. The above amount may be modified by amounts indicated by the Bidder on the attached Document 00 43 23 “Alternates Form.”

~~B. The Owner intends to purchase qualifying types of materials, equipment, and supplies directly and to assert Owner's exemption from sales and use taxation on those purchases, pursuant to Minn. Stat. Chapter 297A. As an alternative, the Owner may at its option elect to appoint the bidder as a purchasing agent for the Owner for such materials. To obtain the sales tax exemption, the State of Minnesota Department of Revenue requires that the bids for qualifying materials be separated from the bids for the rest of the work and that these bids can be accepted separately. Fully complete the bid form for categories C, D and E below.~~

~~C. **LABOR ONLY (NO TAX-EXEMPT MATERIALS)**~~

~~_____Dollars~~

~~($_____).~~

~~D. **TAX EXEMPT MATERIALS ONLY (NO LABOR)**~~

~~_____Dollars~~

~~($_____).~~

~~E. **COMBINED LABOR AND MATERIALS (INCLUDING SALES TAX ON MATERIALS)**~~

~~_____Dollars~~

~~($_____).~~

1.3 BID SECURITY

A. The undersigned Bidder agrees to execute a contract for this Work in the above amount and to furnish surety as specified within 10 days after a written Notice of Award, if offered within 60 days after receipt of bids.

B. The Bid Security in the form of Bid Bond, Certified Check, Cashiers Check (circle one) in the sum of _____$_____ or 5% and is to become the property of the Owner in the event the Contractor is awarded the Project and the Contract and Bond are not executed within the time above set forth, as liquidated damages for the delay and additional expense to the Owner caused thereby.

C. In the event Owner does not offer Notice of Award within the time limits stated above, Owner will return to the undersigned the cash, cashier's check, certified check, U.S. money order, or bid bond.

1.4 SUBCONTRACTORS AND SUPPLIERS

A. The following companies shall execute subcontracts for the portions of the Work indicated:
1. Concrete Work: _____.
2. Electrical Work: _____.
3. Sign Work: _____.

1.5 TIME OF COMPLETION

A. The undersigned Bidder proposes and agrees hereby to commence the Work of the Contract Documents on a date specified in a written Notice to Proceed to be issued by Owner, and shall fully complete by September 9, 2026**.**

1.6 ACKNOWLEDGEMENT OF ADDENDA

A. The undersigned Bidder acknowledges receipt of and use of the following Addenda in the preparation of this Bid:

Addendum No. 1, dated _____.
Addendum No. 2, dated _____.
Addendum No. 3, dated _____.
Addendum No. 4, dated _____.

This request will be evaluated and a contract Award made to the lowest, responsive, and responsible bidder as determined by the Contractor Performance Evaluation, inclusive of selected alternates if applicable, from a responsive and responsible Bidder deemed to be in the best interest of the Owner and as allowed by the Project budget.

It is understood and agreed that the quantities of Material to be furnished and work to be done may be varied on construction as may be deemed advisable by the City. It is further understood and agreed that the City may, at its option, delete items from the contract.

The Bid Proposal includes all local, state, and federal taxes that would affect the amount of the Bid Proposal.

1.7 BID SUPPLEMENTS

A. The following supplements, as applicable, are a part of this Bid Form:

Responsible Contractor Forms
Bid Bond Form

1.8 CONTRACTOR'S LICENSE

A. The undersigned further states that it is a duly licensed contractor, for the type of work proposed, in Rochester and that all fees, permits, etc., pursuant to submitting this proposal have been paid in full.

1.9 SUBMISSION OF BID

A. Respectfully submitted this _____ day of _____, 2025.

B. Submitted By: _____

C. Authorized Signature: _____ (Handwritten signature).

D. Signed By: _____ (Type or print name).

E. Title: _____ (Owner/Partner/President/Vice President).

F. Witness By: _____ (Handwritten signature).

G. Attest: _____ (Handwritten signature).

H. By: _____ (Type or print name).

I. Title: _____ (Corporate Secretary or Assistant Secretary).

J. Street Address: _____.

K. City, State, Zip: _____.

L. Phone: _____.

1.10

A. License No. :_____.

END OF DOCUMENT 00 41 13

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SECTION 00 42 01
CITY OF ROCHESTER/DESTINATION MEDICAL CENTER PUBLIC INFRASTRUCTURE PROJECTS AMERICAN MADE STEEL REQUIREMENTS

PART ONE – GENERAL REQUIREMENTS

1.1 AMERICAN MADE STEEL

A. Comply with all provisions referenced in 2016 Minnesota Statutes 469.44, Subd. 6. American Made Steel

B. Comply with the American Made Steel provisions of Title 23 CFR 635.410 which states that all manufacturing processes, including the application of a coating, for all steel or iron products permanently incorporated into the project shall have occurred in the United States (U.S.). These requirements are in effect on all Contracts regardless of the use of federal funds.

C. The City of Rochester has a Project Manager (PM) assigned to implementing the City of Rochester, Minnesota Destination Medical Center Targeted Business Enterprise Utilization Plan. He/she works on all aspects of performance, monitoring and compliance for work required to meet the American Made Steel requirements as associated with the Destination Medical Center Public Infrastructure projects.

D. The PM, the Prime Contractor, and all of their subcontractors, shall utilize LCPtracker, web based reporting system to send supply chain compliance documentation and steel certification data, paid invoices made as part of this contract as deliveries and received.

1.2 SOURCE AND SUPPLY QUALITY REQUIREMENTS

A. “All manufacturing processes” are defined as any process required to change the raw ore or scrap metal into the finished steel or iron product (e.g., smelting, rolling, extruding, bending, etc.).

B. “Coating” is defined as any process which protects or enhances the value of the steel or iron product to which the coating is applied (e.g., epoxy, galvanizing, painting, etc.).

C. The following materials are exempt, unless processed or refined to include substantial amounts of steel or iron material, and may be used regardless of source in the domestic manufacturing process for steel or iron material:

- Raw materials (iron ore or alloys)
- Scrap
- Pig iron
- Processed, pelletized, and reduced iron ore material
- Aluminum
- Brass
- Copper

For recycled steel, only the manufacturing processes to produce steel products must occur domestically beginning at the point where the recycled steel is melted.

D. Contractors are allowed a minimal use of foreign steel or iron if the cost of the steel and iron products as they are delivered to the project does not exceed 0.1 percent of the total Contract amount or $2,500, whichever is greater. This threshold applies to the cumulative amount of all foreign steel and iron used on the project. The Contractor must submit a written request to the PM which includes the origin and value of any foreign material to be used. This request must be submitted prior to the work being performed and preferably at the preconstruction conference. The Contractor must track the amount of incorporated foreign steel and iron throughout the life of a project to ensure the minimal use threshold amount is not exceeded.

1.3 PRECONSTRUCTION CONFERENCE DISCUSSION

A. The Contractor will host a project preconstruction conference. At this conference, the Contractor should be prepared to present and/or discuss the following items as part of the America Made Steel requirements for all steel and iron products permanently incorporated into projects:

1. Project specific certification letters from the Contractor and Subcontractors demonstrating their understanding and intent to comply with the American Made Steel Requirements.
2. A list of all steel products and suppliers to be used on the project.
3. Required documentation verifying compliance with American Made Steel for each known steel or iron product at the time of the meeting.
4. Minimal use requests.
5. Change order work involving steel must also be in compliance and documented similarly to Contract work.

1.4 COMPLIANCE WITH AMERICAN MADE STEEL REQUIREMENTS

A. These requirements are to apply to all permanently incorporated steel or iron material that is used for structural purposes. This is to include, but not limited to, reinforcing steel, structural steel, pre or post-tensioning cables, high strength structural bolts and nuts, and structural embeds.

B. Steel or iron products incorporated into the project without domestic origin may be subject to removal and replacement of the work by the Contractor, forfeiture of payment for the work, and/or assessment of penalty.

C. Before any work begins that incorporates steel or iron products into the project, the Contractor shall submit a project specific certification letter stating that all manufacturing processes involved with the production of these products will occur in the U.S. along with project specific certification letters from each Subcontractor for each steel or iron product to be used on the project.

1.5 SUBMITTAL REQUIREMENTS

A. For each steel or iron product, the Contractor and Subcontractor will be responsible for providing to the PM all documentation required to verify that each product complies with

American Made Steel in accordance with the requirements of the corresponding category listed below. The Contractor must provide a completed:

1. Material Use Statement and Certifications for each steel or iron product in the project.
2. Certificate of Materials Origin for each steel or iron product incorporated into the project.

B. In most instances, determination of compliance with American Made Steel requirements should be achieved prior to incorporating the product into the work. If not, the PM will be responsible for withholding payment for this work until compliance has been determined.

C. Upon request, the Contractor is required to deliver all supply chain compliance documentation, bills of ladings, paid invoices and steel certification tickets (hard copies and scanned versions) to the PM for all steel delivered to the job site that is required to meet American Made Steel requirements. Failure to provide original certifications may result in the order to remove steel from the work.

D. The Contractor will e-mail electronic versions of required documentation to City of Rochester PM as the invoices are paid.

E. The Contractor is required to issue a Letter of Compliance at the end of the Project stipulating their full compliance with the provisions of the section.

PART TWO – NOT USED

PART THREE – NOT USED

END OF SECTION

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SECTION 00 42 02
CITY OF ROCHESTER/DESTINATION MEDICAL CENTER PUBLIC INFRASTRUCTURE PROJECT TARGETED BUSINESS REQUIREMENTS

PART – 1 GENERAL

1.1 RULES AND REPORTING

A. This contract is subject to the Targeted Business (TB) program as authorized in Minn. Statute 161.321 as amended, Destination Medical Center (DMC) Legislation as Minn. Statute 469.40 through 469.47, and the City of Rochester DMC Targeted Business and Workforce Participation Plan.

B. The City of Rochester has a Project Manager (PM) assigned to implementing the City of Rochester Targeted Business and Workforce Participation Plan. He/she works on all aspects of performance, monitoring and compliance for work required to meet the Targeted Business Requirements as associated with the Destination Medical Center Public Infrastructure projects.

C. The Prime Contractor shall send via email to the PM contract data and contract changes with TB subcontractors/suppliers/service providers/subconsultants as part of this contract on a monthly basis (Form DMC-8).

D. The Prime Contractor shall complete and submit a Targeted Business Total Payment Affidavit (Form DMC-2) upon final payment.

1.2 ELIGIBILITY

A. Targeted Businesses (TB) are economically disadvantaged small business enterprises with majority ownership held by minority, women, veterans, or disabled persons.

B. To participate in the City of Rochester TB program, a business must be certified at the time the bid is submitted by one of the following certification programs: Minnesota Unified Certification Program (**MnUCP**), MN Department of Administration Targeted Group/Economically Disadvantaged/Veteran-Owned Small Business Procurement Program (**TG/ED**), or City of Saint Paul, MN Central Certification Program (**CERT**). Rules regarding eligibility and the designation of TBs are established by the Commissioner of the Minnesota Department of Administration and can be found at Minn. Rule Parts 1230.1600-1820.

C. Information about the eligibility criteria and the process for obtaining a TB certification for the indicated programs can be found at the programs' websites:

1. MnUCP: https://mnucp.org/
2. TG/ED: http://www.mmd.admin.state.mn.us/mn02001.htm
3. CERT: https://www.stpaul.gov/departments/human-rights-equal-economic-opportunity/contract-compliance-business-development/central

1.3 PREFERENCE IN BIDDING

A. When bidding as a Prime Contractor, Veteran-Owned Small Businesses Enterprise (VBE) and Small Business Enterprises (SBE) businesses will receive a preference of up to 6 percent. The preference is applied only to the first $1 million of the solicitation and will not exceed $60,000.00. The preference will be applied only for the purpose of evaluating bids and will not be used to determine the contract award amount or payment due to the contractor under the contract. To request this preference, the

bidder must complete and submit the Preference in Bidding Form (Form DMC-3) with the project bid.

1. Small Business Enterprise (SBE) – an entity certified as a small business under MnUCP, TG/ED, or CERT. Each SBE also must be a Minnesota-based business.

2. The Veteran-owned small business (VBE) is a firm certified as a Service-Disabled Veteran Owned Small Business (SDVOSB) or a Veteran Owned Small Business (VOSB) by the United States Department of Veteran Affairs. Each VBE also must be a Minnesota-based business.

1.4 TARGETED BUSINESS GOAL

A. The Targeted Business participation goal for this project is **7.0%** of the Total Project Cost.

B. The Contractor gets TB credit only for work actually performed by a TB firm who performs a commercially useful function. Section 1.8 describes the standards the PM will use to count TB credit and to determine whether a TB performs a commercially useful function.

1.5 ACHIEVEMENT OF THE TB GOAL ~~OR A WAIVER REQUEST – BEFORE CONTRACT AWARD~~

A. To be eligible for Contract Award, the bidder is required to either (1) provide information demonstrating that it meets the TB participation goal ~~or (2) request a waiver of the goal. **This submission is due before 4:30pm Central Time on the 5th calendar day after the bids are due**~~.

B. If the bidder meets the established goals for the TB program, it must submit the TB Bidders List (Form DMC-4).

C. If the bidder does not meet the TB Goal, it must apply for a waiver from the goal requirement, and provide a Certificate of Good Faith Efforts (Form DMC-5). The bidder must provide information showing that eligible TB(s) are not reasonably available. Failure to request a waiver and provide the Certification of Good Faith Efforts may result in a determination that the bid is nonresponsive. To request a waiver, the bidder must complete and submit the following documents:

x Certificate of Good Faith Efforts (Form DMC-5, Parts One and Two).

x Any additional information the bidder can provide to demonstrate its good faith efforts.

D. The PM will evaluate the waiver request and supporting documentation to determine whether the bidder has demonstrated that TB(s) were not reasonably available. A bidder will be evaluated based on its good faith efforts to obtain the participation of TB in the contract. The determination is made on a case-by-case basis with consideration of the specific facts and circumstances.

1.6 EVALUATION OF GOOD FAITH EFFORTS

A. In the bidder's request for a waiver from the TB participation goal(s), the bidder must demonstrate that it made adequate good faith efforts in attempting to meet the goal. The PM will review the good faith effort documents submitted by the bidder and make a fair and reasonable judgment whether a bidder that did not meet the goal made adequate good faith efforts. The PM will consider the quality, quantity, and intensity of the different kinds of efforts that the bidder has made. The efforts employed by the bidder should be those that one could reasonably expect a bidder to take if the bidder were actively and aggressively trying to obtain TB participation sufficient to meet the contract goals. Mere pro forma efforts are not good faith efforts to meet these contract requirements.

B. The bidder must show that it took all necessary and reasonable steps to achieve the TB goals which by their scope, intensity, and appropriateness to the objective, could reasonably be expected to obtain sufficient participation, even if they were not fully successful. In evaluating the bidder's adequate good faith efforts, the PM will consider the following list of actions. This is not a mandatory checklist, nor is it intended to be exclusive or exhaustive. Other factors or types of efforts may be relevant in appropriate cases. Compliance with the adequate good faith efforts requirement will be determined on a case-by-case basis.

1. Solicitation through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) of the interest of certified TB that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the TB to respond to the solicitation. The bidder must determine with certainty if the TB are interested by taking appropriate steps to follow up initial solicitations.

2. Selection of portions of the work to be performed by TB in order to increase the likelihood that the project goals will be achieved will be approved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate TB participation, even when the prime contractor might otherwise perform these work items with its own forces.

3. Providing information and assistance to interested TBs with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

4. Negotiation in good faith with interested TB. It is the bidder's responsibility to make a portion of the work available to TB subcontractors and suppliers and to select those portions of the work or material needs consistent with the available TB subcontractors and suppliers so as to facilitate TB participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of TB that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for TB to perform the work.

    a. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including TB subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using TB is not in itself sufficient reason for the bidder's failure to meet the contract TB goal, as long as such costs are reasonable. Also, the ability or desire of a prime contractor to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Prime contractors are not, however, required to accept higher quotes from TB if the price difference is excessive or unreasonable.

5. Rejection of TB: Not rejecting TB as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry or membership in specific groups, organizations, or associates and political or social affiliations (for example, union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal(s).

6. Financial Assistance: Making efforts to assist interested TB in obtaining bonding, lines of credit, or insurance as required by the recipient or bidder.

7. Equipment Assistance: Making efforts to assist interested TB in obtaining necessary equipment, supplies, materials, or related assistance or services.

8. Recruitment: Effectively using the services of available community organizations, contractors' groups, State and local business assistance offices, and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of TB.

1.7 ADMINISTRATIVE RECONSIDERATIONS

A. The City of Rochester is no longer accepting requests for Administrative Reconsiderations for Good Faith Efforts after submitted with the original bid proposal and reviewed. 3/20/2020

1.8 COUNTING TB PARTICIPATION; COMMERCIALLY USEFUL FUNCTION

A. The PM and the City of Rochester will determine the percentage of TB participation that will count toward TB goals as follows:

1. When a TB participates in the Contract, count only the value of the work actually performed by the TB toward the TB Goal. If the Prime Contractor is an eligible TB, the portion of the work that is self-performed will count towards the TB Goal.

   a. Count the entire amount of that portion of the Contract that is performed by the TB's own forces. Include the cost of supplies and materials obtained by the TB for the work of the Contract, including suppliers purchased or equipment leased by the TB (except supplies and equipment the TB purchases or leases from the Contraction Manager or its affiliate).

   b. Count the entire amount of fees or commissions charged by a TB firm for providing a bona fide service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the Contract, toward TB Goal, provided the fee is reasonable and not excessive as compared with fees customarily allowed for similar services.

   c. When a TB subcontracts part of the work of its contract to another firm, the value of the subcontracted work may be counted toward the TB Goal only if the TB's subcontractor is itself a TB. Work that a TB subcontract to a non-TB firm does not count toward the TB Goal.

2. A TB supplier may perform both the supplier role and broker role under the same Contract. Items purchased directly and solely by the TB supplier from the manufacturer will be counted at the supplier value of 60%. Items purchase directly and solely by the TB supplier from another supplier or wholesaler will only count at the broker rate of 5%.

B. **Commercially Useful Function – General**. The PM will count expenditures of a TB subcontractor toward TB Goals only if the TB is performing a commercially useful function on that contract.

1. A TB subcontractor performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the TB subcontractor must also be responsible with respect to materials and supplies used on the Contract, for negotiating price, for determining quality and quantity, for ordering the materials, and for installing (where applicable) and paying for the material itself. To determine whether a TB subcontractor is performing a commercially useful function, the PM will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the Contract is commensurate with the work it is actually performing and TB credit claimed for its performance of the work, and other relevant factors.

2. A TB subcontractor does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which the funds are passed in order to obtain the appearance of TB subcontractor participation. In determining whether a TB subcontractor

is such an extra participant, the PM may examine similar transactions, particularly those in which TB subcontractors do not participate.

3. If a TB does not perform or exercise responsibility for at least 30 percent of the total cost of its contract with its own work force, or the DBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, the PM must presume that it is not performing a commercially useful function.

4. When a TB subcontractor is presumed not to be performing a commercially useful function as provided in the preceding paragraph, the TB may present evidence to rebut this presumption. The PM may determine that the firm is performing a commercially useful function given the type of work involved and normal industry practices.

C. **Commercially Useful Function – Trucking**. The PM will use the following factors in determining whether a TB trucking company is performing a commercially useful function:

1. The TB must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract and there cannot be a contrived arrangement for the purpose of meeting TB Goal.

2. The TB must itself own and operate at least one fully licensed, insured, and operational truck used on the Contract.

3. The TB receives credit for the total value of the transportation services it provides on the contract using trucks it owns, insures, and operates and using drivers it employs.

4. The TB may lease trucks from another TB firm, including an owner-operator who is certified as a TB. The TB who leases trucks from another TB receives credit for the total value of the transportation services the lessee TB subcontractor provides on the contract.

5. The TB may also lease trucks from a non-TB firm, including an owner-operator. The TB who leases trucks from a non-TB is entitled to credit for the total value of transportation services provided by non-TB lessees not to exceed the value of transportation services provided by TB trucks on the contract. Additional participation by non-TB lessees receives credit only for the fee or commission it receives as a result of the lease arrangement.

6. For purposes of this section, a lease must indicate that the TB subcontractor has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with the consent of the TB so long as the lease gives the TB subcontractor absolute priority for the use of the leased truck. Leased trucks must display the name and identification number of the TB.

1.9 FAILURE TO FULLFILL TB GOAL REQUIREMENTS

A. The PM and the City of Rochester will invoke appropriate administrative sanctions for non-compliance when a contract has been awarded and performance has begun, but the contractor fails to meet the TB Goal or make an adequate good faith effort to do so.

B. After the award, the Prime Contractor must request a waiver if a TB subcontractor cannot or will not fulfill the subcontract and no suitable alternative subcontractor is available so as to prevent significant project delay. A written request to substitute or replace the TB must be made to PM.

C. Failure to use the TB specified at the time of award without a grant of a waiver may result in administrative sanctions.

PART TWO – PRODUCTS (NOT USED)

PART THREE - EXECUTION

3.1 PAYMENTS

A. The Prime Contractor and all their subcontractors shall send via email to the PM payment information made to TB subcontractors/suppliers/service providers/subconsultants as part of this Contract on a monthly basis.

   a. TB Progress Reports (Form DMC-8) must be submitted to the City of Rochester PM by the 15th of the following month for any changes and payments made through the end of the previous month.

   b. Not providing the TB Progress Report on time is considered non-compliance. The City of Rochester may withhold payments to contractor due to non-compliance.

B. At the conclusion of the contract, the Prime Contractor must complete and submit the Targeted Business Total Payment Affidavit (Form DMC-2) to the PM.

C. Bidders who submit a bid are hereby notified that the Minnesota False Claims Act (Minn. Stat. §15C.02) applies to statements and certifications made in connection with the TB programs.

END OF SECTION

00 43 13
BID SECURITY FORM

PART 1 - GENERAL

1.1 SECTION INCLUDES: Bid Bond – AIA Document A310 – 2010 Edition.

1.2 INCORPORATION BY REFERENCE

A. The **AIA Document A310 "Bid Bond" 2010 Edition**, is not bound within this Project Manual, but is incorporated into the Bidding and Contract Documents by reference and shall govern as if contained herein except as modified or supplemented below. All provisions of the referenced document not modified or supplemented below shall remain in full force and effect. Where discrepancies occur between the referenced document and these modifications and supplemental paragraphs the modification and supplemental paragraphs shall govern. These Bond requirements as modified and supplemented below shall apply to all Prime Contractors.

1.3 TO OBTAIN REFERENCED DOCUMENTS:

A. Referenced documents are copyrighted by the American Institute of Architects. Contractors, Subcontractors and Suppliers shall obtain and pay for original documents.

1. Copies of these documents may be viewed or obtained at cost of providing same as follows:

a. American Institute of Architects
Website: www.aia.org

b. TSP, Inc.
1500 Hwy 52 N; Rochester, MN 55901
Telephone: 507-288-8155
Website: www.teamtsp.com

1.4 RELATED DOCUMENTS

A. Document 00 21 13 "Instructions to Bidders"
B. Document 00 41 13 "Bid Form"
C. Document 00 43 13 "Bid Security Forms" – Completed AIA Document A310
D. Section 00 60 00 "Project Forms"

1.5 DOCUMENT AMOUNTS AND LIMITS

A. Document 00 41 13 "Bid Security Form" – AIA Document A310 – (When Required by Document 00 11 00 "Notice of Letting" and Document 00 21 13 "Instructions to Bidders")

1. The Bid Security Bond shall be in the amount of **five percent (5%)** of the total amount of the Bid including all ADD alternates.

PART 2 - PRODUCTS – Not Used

PART 3 - EXECUTION – Not Used

END OF SECTION 00 43 13

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00 43 23
ALTERNATES FORM

1.1 BID INFORMATION
- A. Bidder: _____.
- B. Prime Contract: _____.
- C. Project Name: Mayo Civic Center Marquee Sign and Park Upgrades.
- D. Project Location: 30 Civic Center Dr SE, Rochester, MN 55904
- E. Owner: City of Rochester
- F. Owner Project Number: J3501
- G. Architect: TSP, Inc. – Rochester, MN
- H. Architect Project Number: 01231084

1.2 BID FORM SUPPLEMENT
- A. This form is required to be attached to the Bid Form.

1.3 DESCRIPTION
- A. The undersigned Bidder proposes the amount below be added to or deducted from the Base Bid if particular alternates are accepted by Owner. Amounts listed for each alternate include costs of related coordination, modification, or adjustment.
  1. Cost-Plus-Fee Contract: Alternate price given below includes adjustment to Contractor's Fee.
- B. If the alternate does not affect the Contract Sum, the Bidder shall indicate "NO CHANGE."
- C. If the alternate does not affect the Work of this Contract, the Bidder shall indicate "NOT APPLICABLE."
- D. The Bidder shall be responsible for determining from the Contract Documents the effects of each alternate on the Contract Time and the Contract Sum.
- E. Owner reserves the right to accept or reject any alternate, in any order, and to award or amend the Contract accordingly within [**60**] days of the Notice of Award unless otherwise indicated in the Contract Documents.
- F. Acceptance or non-acceptance of any alternates by the Owner shall have no effect on the Contract Time unless the "Schedule of Alternates" Article below provides a formatted space for the adjustment of the Contract Time.

1.4 SCHEDULE OF ALTERNATES
- A. Alternate No. 1: Additional Concrete Pad and Trench Drain Extension:
  1. ADD____ DEDUCT____ NO CHANGE____ NOT APPLICABLE____.
  2. _____ Dollars ($_____).
  3. ADD____ DEDUCT____ calendar days to adjust the Contract Time for this alternate.
- B. Alternate No. 2: Increase Digital Display Size to 6’x10’:
  1. ADD____ DEDUCT____ NO CHANGE____ NOT APPLICABLE____.
  2. _____ Dollars ($_____).
  3. ADD____ DEDUCT____ calendar days to adjust the Contract Time for this alternate.

1.5 SUBMISSION OF BID SUPPLEMENT
- A. Respectfully submitted this ____ day of _____, 2025.
- B. Submitted By:_____(Insert name of bidding firm or corporation).
- C. Authorized Signature:_____(Handwritten signature).
- D. Signed By:_____(Type or print name).
- E. Title:_____(Owner/Partner/President/Vice President).

END OF DOCUMENT 00 43 23

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00 44 20
RESPONSIBLE CONTRACTOR FORMS

Part 1 – GENERAL

1.1 SUMMARY

A. State law (Minn. Stat. § 16C.285) went into effect January 1, 2015 requiring all contractors and subcontractors bidding on public work in Minnesota, whose bid is $50,000 or more, to meet the minimum requirements. This law does not apply to material suppliers.

1.2 GENERAL

A. Within 14 days after Award of Contract, successful bidding contractors and their subcontractors must provide a “Responsible Contractor Verification Statement” stating that contractors and their subcontractors are in compliance with the minimum requirements of (Minn. Stat. § 16C.285 Subd. 3.)

1.3 RESPONSIBLE CONTRACTOR REQUIREMENTS

A. Contractors and subcontractors shall be in compliance with (Minn. Stat. § 16C.285) Responsible Contractor Requirements. The following is only a summary so the contractor and subcontractor should review the actual law in its entirety. A bidder must submit its verification electronically by completing the “Responsible Contractor” section in the “Officers and Acknowledgements” Folder within the Electronic Bid File. A company officer must certify statements in that section. Bidders only need to complete the electronic verification; DO NOT email, fax, or end paper forms to the Department. The Department will not accept emailed, faxed, or other paper submissions and will only accept electronic verifications.

B. A bidder must obtain a verification for each subcontractor it will have a direct contractual relationship with. At the Department’s request, a bidder must submit signed subcontractor verifications. A contractor or subcontractor must obtain an annual verification from each motor carrier it has a direct contractual relationship with. A motor carrier must give immediate written notice if it no longer meets the minimum responsible contractor criteria. The requirement for subcontractor verification does not apply to:
   1. Design professionals licensed under Minnesota Statutes § 326.06; and
   2. A business or person that supplies materials, equipment, or supplies to a subcontractor on the Project, including performing delivering and unloading services in connection with the supply of materials, equipment, and supplies. But, a business or person must submit a verification if it delivers mineral aggregate such as sand, gravel, or stone that will be incorporated into the Work by depositing the material substantially in place, directly or through spreaders, from the transporting vehicle.

C. A bidder or subcontractor who does not meet the minimum criteria specified in the statute, or who fails to verify compliance with the criteria, is not a “responsible contractor” and is ineligible to be awarded the Contract for this Project or to work on this Project. Submitting a false verification makes the bidder or subcontractor ineligible to be awarded a construction contract for this Project. Additionally, submitting a false statement may lead to contact termination. If only one bidder submits a bid, the Department may, but is not required to, award a contract even if that bidder does not meet the minimum criteria.

D. (Current Status) Contractors and subcontractors must specifically meet the minimum criteria as stated in Subd. 3. of Minn. Stat. § 16C.285.
   1. Is in compliance with workers’ compensation and unemployment insurance requirements.
   2. Is currently registered with the Department of Revenue and the Department of Employment and Economic Development if it has employees.

3. Has a valid federal tax identification number or a valid Social Security number if an individual.
4. Has filed a certification of authority to transact business in Minnesota with the secretary of state if a foreign corporation or cooperative.
5. Cannot be suspended or debarred by the federal government or the State of Minnesota or any of its departments, commissions, agencies, or political subdivisions.
6. Must have obtained sworn verification from all subcontractors intended to be used on the job.

E. (Three Year Look Back) Contractor or related entity is in compliance with and, during the three-year period before submitting the verification, has not violated section 177.24, 177.25,
177.41 to 177.44, 181.13, 181.14, or 181.722 and has not violated United States Code, title 29, sections 201 to 219, or United States Code, title 40, sections 3141 to 3148. For purposes of this clause, a violation occurs when a contractor or related entity:
1. Repeatedly fails to pay statutorily required wages or penalties on one or more separate projects for total underpayment of $25,000 or more within the three year period.
2. Has been issued an order to comply by the commissioner of labor and industry that has become final.
3. Has been issued at least two determination letters within the three-year period by the Department of Transportation finding an underpayment by the contractor or related entity to its own employees.
4. Has been found by the commissioner of labor and industry to have repeatedly or willfully violated any of the section referenced in this clause pursuant to section 177.27.
5. Has been issued a ruling or findings of underemployment by the administrator of Wage and Hour Division of the United States Department of Labor that have become final or have been upheld by an administrative law judge or the Administrative Review Board; or
6. Has been found liable for underpayment of wages or penalties or misrepresenting a construction worker as an independent contractor in an action brought in a court having jurisdiction.

F. If the contractor contests a determination of underpayment by MnDOT in a contested case proceeding, however, a violation does not occur until the contested case proceeding has concluded with a determination that the contractor underpaid wages or penalties.

G. Received a final determination assessing monetary sanctions from MnDOT more than once for failing to use good-faith efforts to meet DBE/TGB/VOSB goals.

H. Had a certificate of compliance for affirmative action plan revoked or suspended more than twice, with the revocation or suspension becoming final when upheld by the Office of Administrative Hearings or not appealed.

I. Been issued a final administrative or licensing order for failing to register as an independent contractor.

J. Been issued a final administrative or licensing order for failing to obtain a residential contractor’s license.

1.3 RESPONSIBLE CONTRACTOR VERIFICATION

A. Contractors and subcontractors are required to provide verification of compliance.

B. For contractor compliance verification, refer to Minn. Stat. § 16C.285 Subd. 4.

C. For subcontractor compliance verification, refer to Minn. Stat. § 16C.285 Subd. 5.

D. Reference to attached form following this section.

RESPONSIBLE CONTRACTOR VERIFICATION

Re:_____
(Project Name and Number)

The undersigned owner/officer of_____("Contractor") hereby certifies that it complies with each of the minimum criteria in Minn. Stat. § 16C.285, subd. 3, as of the time of the submission of its bid for the above-referenced project ("Project").

The first-tier subcontractors that Contractor intends to retain for work on the Project have not yet been determined. Contractor will obtain and submit signed verifications from each of its subsequently retained subcontractors, confirming compliance with Minn. Stat. § 16C.285, subd. 3, within 14 days of retaining the subcontractors.

Dated:_____ Contractor

By:_____

Its:_____ Owner/Officer

Subscribed and sworn to before me
This_____day of_____, 20____

_____
Notary Public

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CITY OF ROCHESTER, MINNESOTA
PAYMENT AND PERFORMANCE BOND
FOR CITY OF ROCHESTER, MINNESOTA, PROJECTS

PART A: PAYMENT

KNOW ALL MEN BY THESE PRESENTS, that we *(Insert name and address of Contractor)* _____ Contractor , as principal, and _____ as surety, are held and firmly bound unto the CITY OF ROCHESTER, MINNESOTA, in the amount of $_____, for payment of all claims, costs, and charges as hereinafter set forth.

For the payment of this well and truly to be made we jointly and severally bind ourselves, our representatives and successors firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH that whereas the principal has entered into a contract with the CITY OF ROCHESTER, MINNESOTA, for the construction of:

Mayo Civic Center Marquee Sign and Park Upgrades

which contract is on file in the office of the City Clerk of the CITY OF ROCHESTER, MINNESOTA, the regularity and validity of which is hereby affirmed.

NOW, THEREFORE, if the principal shall pay as they may become due all just claims for work done, and for furnishing skills, tools, machinery, or materials or insurance premiums or equipment or supplies for any camp maintained for the feeding or keeping of men and animals engaged under, or for the purpose of, such contract, and all taxes incurred under Minnesota Statutes, Section 290.92 or Chapter 297A, and supplies for the completion of the Contract in accordance with its terms, and shall pay all costs of enforcement of the terms of the bond, if action is brought thereon, including reasonable attorney's fees, in any case in which such action is successfully maintained, and shall comply with the laws of the state appertaining to such Contract, then this obligation shall be void but otherwise it shall remain in full force and effect pursuant to Minnesota Statutes, Chapter 574.

PART B: PERFORMANCE

KNOW ALL MEN BY THESE PRESENTS, that the aforesaid principal and surety are held and firmly bound unto the CITY OF ROCHESTER, MINNESOTA, in the additional amount of $_____, for the faithful performance of the Contract as hereinafter set forth.

For the payment of this well and truly to be made we jointly and severally bind ourselves, our representatives and successors firmly by these presents.

The condition of this obligation is such that whereas the principal has entered into the Contract more particularly described in Part A hereof; the regularity and validity of which is hereby affirmed:

NOW, THEREFORE, if the principal shall faithfully perform the Contract and shall save the CITY OF ROCHESTER, MINNESOTA, harmless from all cost and charges that may accrue on account of the doing of the work specified is brought thereon, including reasonable attorney's fees, in any case in which such action is successfully maintained, and shall comply with the laws of the state appertaining to such Contract, then this obligation shall be void but otherwise it shall remain in full force and effect pursuant to Minnesota Statutes, Chapter 574.

THE AGGREGATE LIABILITY UNDER PART A AND PART B HEREOF IS

$_____
(SUM OF PARTS A AND B)

DATED _____,

_____*(Insert Contractor)*

By _____

By _____

_____
Surety

By _____
Attorney-in-Fact

INDIVIDUAL AND CO-PARTNERSHIP ACKNOWLEDGEMENT

STATE OF MINNESOTA)
) SS
COUNTY OF _____

On this _____ day of _____, 2025, before me personally appeared _____, to me known to be the person described in and who executed the foregoing bond, and acknowledged that __ he _____ executed the same as _____free act and deed.

_____

CORPORATE ACKNOWLEDGEMENT FOR PRINCIPAL

STATE OF MINNESOTA)
) SS
COUNTY OF)

On this _____ day of _____2025, before me appeared to me personally known, who, being by me duly sworn, did say that they are respectively _____and_____ _____ of _____(Insert name and address of contractor) a corporation; that the seal affixed to the foregoing instrument is the corporate seal of the corporation, and that said instrument was executed in behalf of the corporation by authority of its Board of Directors; and they acknowledged said instrument to be the free act and deed of the corporation.

_____

AFFIX HERE ACKNOWLEDGEMENT OF CORPORATE SURETY

NOTICE TO CORPORATE SURETIES: This bond will not be accepted unless executed or countersigned by a Minnesota agent, resident officer, or attorney in fact whose name and address must be noted in the space hereinafter provided. The corporate surety's form of corporate acknowledgement should be attached in the place provided on this form.

Full Name of Surety
Company_____

Home Office
Address_____

Name of Attorney in
Fact_____

Name of Local
Agency_____

Address of Local
Agency_____

If this bond is executed outside of the State of Minnesota, it must be countersigned by a Minnesota Resident Agency of the Surety company.

Name of Agent affixing
Countersignature_____

Address_____

END OF SECTION 00 51 00

00 60 00
PROJECT FORMS

1.1 FORM OF AGREEMENT AND GENERAL CONDITIONS

A. The following form of Owner/Contractor Agreement and form of the General Conditions shall be used for Project:
   1. AIA Document A101-2017, "Standard Form of Agreement between Owner and Contractor, Stipulated Sum."
      a. The General Conditions for Project are AIA Document A201-2017, "General Conditions of the Contract for Construction."
   2. Insurance and Bonds – AIA Document A101-2017 Exhibit A will be used for Insurance and Bonds.
   3. See Specification 00 72 00, General Conditions of the Contract, for additional information.

1.2 ADMINISTRATIVE FORMS

A. Administrative Forms: Additional administrative forms are specified in Division 01 General Requirements.

B. Copies of AIA standard forms may be obtained from the American Institute of Architects; http://www.aia.org/contractdocs/purchase/index.htm; docspurchases@aia.org; (800) 942-7732.

C. Information and Modification Forms:
   1. Form for Requests for Information (RFIs): AIA Document G716, "Request for Information (RFI)."
   2. Form of Request for Proposal: AIA Document G709, "Work Changes Proposal Request."
   3. Change Order Form: AIA Document G701, "Change Order."
   4. Form of Architect's Memorandum for Minor Changes in the Work: AIA Document G707, "Architect's Supplemental Instructions."
   5. Form of Change Directive: AIA Document G714, "Construction Change Directive."

D. Payment Forms:
   1. Schedule of Values Form: AIA Document G703, "Continuation Sheet."
   2. Payment Application: AIA Document G702/703, "Application and Certificate for Payment and Continuation Sheet."
   3. Form of Contractor's Affidavit: AIA Document G706, "Contractor's Affidavit of Payment of Debts and Claims."
   4. Form of Affidavit of Release of Liens: AIA Document G706A, "Contractor's Affidavit of Payment of Release of Liens."
   5. Form of Consent of Surety: AIA Document G707, "Consent of Surety to Final Payment."

END OF DOCUMENT 00 60 00

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SECTION 00 72 00
GENERAL CONDITIONS OF THE CONTRACT

PART 1 GENERAL

1.01 SECTION SUMMARY

A. AIA Document A201-2017 - "*General Conditions of the Contract for Construction*," published by the American Institute of Architects, hereinafter referred to as the "AIA General Conditions" or the "General Conditions" shall be considered an integral part of this specification. A copy of this AIA Document A201 is available at the AIA website (https://www.aiacontracts.org/).

1. Note that for changes and additions listed in this Section any unaltered provisions shall remain in effect.
2. The "AIA General Conditions" as modified shall apply to all divisions and/or sections of work.
3. Note that DIVISION 01 - GENERAL REQUIREMENTS contains additional specific information relative to the basic requirements of the General Conditions.

1.02 INSURANCE REQUIREMENTS

A. In addition to the requirements listed in A201-2017:

1. Liability Insurance: The contractor shall obtain and maintain a commercial liability insurance policy with limits of no less than $1,500,000 each occurrence / aggregate for both bodily injury and property damage liability to cover claims for injury or damage resulting or arising from the actions of the contractor, its officers, employees, or agents during the term of the contract. Products and completed operations coverage is to be included within the required limits.
2. Auto Insurance: The contractor shall obtain and maintain commercial auto insurance policy with limits of no less than $1,500,000 each occurrence / aggregate for both bodily injury and property damage liability to cover claims for injury or damage resulting or arising from the actions of the contractor, its officers, employees, or agents during the contract.
3. Workers' Compensation: The contractor shall obtain and maintain workers' compensation insurance policy with limits of at least $500,000 per incident or injury to cover claims for injury or disease resulting or arising from the actions of the contractor, its officers, employees, or agents during the contract. Insurance coverage will meet statutory requirements for Minnesota.
4. The Owner is to be named an "additional insured" to the contractor's insurance policy during the term of the contract.

B. Contractor to furnish copies of certificates of insurance coverage to Owner before the commencement of the work.

1.03 RETAINAGE

A. 5% of the Work completed on each Application for Payment shall be held as retainage.

B. Retainage shall be handled as stipulated in AIA Document A201-2017 – "General Conditions of the Contract for Construction".

1.04 GENERAL CONDITIONS

A. The General Conditions of the Contract for Construction, Articles Nos. 1 through 15, AIA Document A201 - 2017 are hereby made a part of this Specification and shall apply to all concerned.

B. AIA Document A201-2007, *General Conditions for the Contract for Construction*,

published by the American Institute of Architects, hereinafter referred to as the "AIA General Conditions" or the "General Conditions" as amended by the City of Rochester shall be considered an integral part of this Specification. Copies are available at Architect's office upon request.

1. The General Conditions shall apply to all Divisions and/or Sections of work.
2. Division 01 – General Requirements contains additional specific information that supplements the basic requirements of the General Conditions.

C. Construction Building Permit: Contractor shall obtain and pay for applications, permits, inspections, checks, fees, taxes, connection charges, and similar expenses required by governing authorities.

D. Ordinances and Codes:
1. Work shall be executed in accordance with governing Codes and regulations and subject to the required inspections of the same Codes and regulations. This does not relieve Contractor from providing drawing and specification requirements above and beyond the requirements of governing codes and regulations.
2. Work on public property shall conform to the governing authority's requirements. Make modifications necessary to comply.

E. Warranty: Contractor shall warrant guarantee the materials and workmanship performed under his/her contract and shall correct and make good defects not due to ordinary wear and tear or improper use or care which may develop within one year from date of Substantial Completion unless indicated otherwise in the technical specification sections.

1.05 SUPPLEMENTARY CONDITIONS apply to work under all Sections of this Project Manual

A. The following amendments modify, delete, and add to the General Conditions. Where any article, paragraph or subparagraph in the General Conditions is supplemented by one of the following paragraphs, the provisions of such article, paragraph or subparagraph shall remain in effect and the supplemental provisions shall be considered as added thereto. Where any article, paragraph or subparagraph of the General Condition is not supplemented, amended, voided or superseded by any of the following paragraphs, the provisions of such Article, paragraph or subparagraph not so amended, voided or superseded shall remain in effect. Amendments are as follows:

ARTICLE 1 GENERAL PROVISIONS

1.1. BASIC DEFINITIONS
Add the following:

1.2 CORRELATION AND INTENT OF THE CONTRACT DOCUMENTS
Add the following:

1.2.2.1 Architect assumes no responsibility either direct or implied, for omissions or duplications by Contractor or his Sub-Contractors, due to real or alleged error in arrangement of matter in these Contract Documents.

1.2.4 Where a number is listed in the Project Manual (as for gauges, weights, temperatures, amount of time, etc.) the number shall be interpreted as that or better.

1.2.5 Whenever the words "approved", "satisfactory", "directed", "submitted", "inspected", similar words or phases are used in the product specification sections, it shall be assumed that the words "Architect or his representative" follows the verb as the object of the clause, such as "approved by the Architect or his representative"."

ARTICLE 2 OWNER – No Change

ARTICLE 3 CONTRACTOR

3.3 Supervision and Construction Procedures Add the following:

3.3.1.1 Contractor may protest in writing to a specified method required or implied by the Contract Documents and results of which shall be guaranteed under this Paragraph 3.3 and elsewhere in Contract Documents if, in Contractor's judgment, the methods will not produce the required result. If such protest is made prior to execution of the Agreement, an alternate method, acceptable to Contractor, will be made by Addendum. If such protest is made after the execution of the Agreement, alternate methods proposed by Contractor shall not subject Owner to additional costs over Contract sum. By performance of the work in accordance with Contract Documents, Contractor represents his approval of any required or implied methods necessary to produce required result.

3.4 Labor and Materials Add the following:

3.4.2.1 After the Contract has been executed, Owner and Architect will consider a formal request for the substitution of products in place of those specified only in the event it is necessary to make a substitution because of strikes, lockouts, bankruptcy, discontinuance of a product, satisfactory delivery cannot be made or the product delivered fails to comply with Project requirements. Such requests shall be made in writing within ten (10) days of date the Contractor ascertains any of above events will affect the product and shall include thereon the reason for the request accompanied by a complete description of the product proposed for substitution and the difference in cost, if any, between proposed product and specified product. Approval of such requests will be made only by Change Order.

.2 by making requests for substitutions based on Subparagraph 3.4.2.1 above, the Contractor:

.3 represents that he has personally investigated proposed substitute product and determined that it is equal or superior in all respects to that specified;

.4 represents that he will provide the same warranty for the substitution that he would for that specified;

.5 Certifies that the cost data presented is complete and includes all related costs under this Contract but excludes costs under separate Contracts and excludes the Architect’s redesign costs, and waives all claims for additional costs related to the substitution which subsequently become apparent; and

.6 will coordinate the installation of the accepted substitute, making such changes as may be required for the work to be complete in all respects.

3.5 Warranty

After Subparagraph 3.5.1 add the following clause:

3.5.1.1 Contractor further warrants that all materials or equipment of a category or classification will be a product of the same manufacturer and such materials or equipment shall be of the same lot, batch or type and that such materials and equipment will be as specified in the Project Specifications or as approved by addendum.

3.7 Permits, Fees, Notices and Compliance with Laws

Add the following to the end of Subparagraph 3.7.2:

"The requirements of this paragraph do not relieve Contractor of the responsibility for complying with Specifications if requirements exceed those of governing Codes and Regulations."

ARTICLE 4 ARCHITECT – No Change

ARTICLE 5 SUBCONTRACTORS – No Change

ARTICLE 6 CONSTRUCTION BY OWNER OR BY SEPARATE CONTRACTORS – No Change

ARTICLE 7 CHANGES IN WORK

After 7.3.10 add the following subparagraph:

7.3.11.1 In Subparagraphs 7.3.3 and 7.3.6 the percentage fee allowance for the combined overhead and profit included in the total cost to the Owner shall be 10 percent (10%) of the cost.

7.3.11.2 In order to facilitate checking of quotations for extras or credits, all proposals, except those so minor that their propriety can be seen by inspection, shall be accompanied by a complete itemization of costs including labor, materials and subcontracts. Labor and materials shall be itemized in the manner prescribed above. Where major cost items are subcontracts, they shall be itemized also. In no case will a change involving over $500.00 be approved without such itemization.

ARTICLE 8 TIME – No Change

ARTICLE 9 PAYMENTS AND COMPLETION

9.6 Progress Payments

Replace the sub-article with the following:

9.6.1 Based upon Applications for Payment submitted to the Owner by the Contractor, the Owner shall make progress payment on account of the Contract Sum to the Contractor as provided below and elsewhere in the Contract Documents.

.2 The period covered by each Application for Payment shall be on a monthly basis.

.3 Provided an Application for Payment is received by the Owner not later than five (5) days prior to the end of a month, the Owner shall make payment to the Contractor not later than the 30th day of the following month. If the Owner receives an Application for Payment after the application date fixed above, payment shall be made by the Owner not later than 60 days after the Owner receives the Application for Payment.

.4 Each Application for Payment shall be based upon the Schedule of Values submitted by the Contractor in accordance with the Contract Documents. The Schedule of Values shall allocate the entire Contract Sum among the various portions of Work and be prepared in such form and supported by such data to substantiate its accuracy as the Architect may require. This schedule, unless objected to by the Architect, shall be used as a basis for reviewing the Contractor's Applications for Payment.

.5 Applications for Payment shall indicate the percentage of completion of each portion of the Work as of the end of the period covered by the Application for Payment.

.6 Subject to the provisions of the Contract Documents, the amount of each progress payment shall be computed as follows:

.1 Take that portion of the Contract Sum properly allocable to completed Work as determined by multiplying the percentage of completion of each portion of the Work by the share of the total Contract Sum allocated to that portion of the Work in the Schedule of Values, less retainage of 5 percent.

.2 Add that portion of the Contract Sum properly allocable to materials and equipment delivered and suitably stored at the site for subsequent incorporation in the completed construction (or, if approved in advance by the Owner, suitably stored off site at a location agreed upon in writing), less retainage of 5 percent.

.3 Subtract the aggregate of previous payments made by the Owner; and

.4 Subtract amounts, if any, for which the Architect has withheld or nullified a Certificate of Payment, as provided in Paragraph 9.6 of the Supplementary Conditions.

.7 The progress payment amount determined in accordance with Paragraph 5.6 shall be further modified per Paragraph 9.6 of the Supplementary Conditions.

.1 Add, upon Substantial Completion of the Work, a sum sufficient to increase the total payments to 95 percent of the Contract Sum, less such amounts as the Architect shall determine for incomplete Work and unsettled claims; and

.2 Add, if final completion of the Work is thereafter materially delayed through no fault of the Contractor, any additional amounts payable in accordance with Subparagraph 9.10.3 of the General Conditions.

.8 Reduction or limitation of retainage, if any, shall be per Paragraph 9.6 of the Supplementary Conditions.

Replace the first sentence of the following sub-article:

9.6.2 The Contractor shall promptly pay each Subcontractor, *no later than 10 days* after receipt of payment from the Owner, the amount to which the Subcontractor is entitled, reflecting percentages actually retained from payments to the Contractor on account of the Subcontractor's portion of the Work.

9.8 SUBSTANTIAL COMPLETION
After 9.8.5, add the following:

9.8.6 Failure to reach final completion with 30 days from total Substantial Completion of the Project shall be cause to terminate the Contract and the Contractor's surety shall be notified accordingly."

9.10 FINAL COMPLETION
Add to Subparagraph 9.10.1 the following clauses:

.1 If the Work is not acceptable and the Contract not fully performed, the Owner will notify the Contractor, in writing, of all unfinished Work and fix the time within which the Contractor shall complete the items listed. Upon notification by the Contractor that the list of uncompleted items is complete, the OWNER will make a follow-up inspection trip.

.2 Time spent by the Architect to follow-up on such unfinished Work to determine that the Contractor has fully performed the Contract shall be paid for by the Contractor on the basis of the architect's regular hourly rate schedule for additional services and reimbursable expenses as stated in the Architect's agreement for services with the Owner.

.3 Payment for all such additional services required of the Architect will be deducted from the balance due the Contractor, duly noted on the final Certificate for Payment and paid by the Owner directly to the Architect.

ARTICLE 10 PROTECTION OF PERSON AND PROPERTY – No changes

ARTICLE 11 INSURANCE AND BONDS – No changes

ARTICLE 12 UNCOVERING AND CORRECTION OF WORK – No Changes

ARTICLE 13 MISCELLANEOUS PROVISIONS – No Changes

ARTICLE 14 TERMINATION OR SUSPENSION OF THE CONTRACT – No Changes

ARTICLE 15 CLAIMS AND DISPUTES – No Changes

END OF SECTION

CONTRACTOR'S PREVAILING WAGE – STATEMENT OF COMPLIANCE

City Project Number	Project Name		Date
Prime Contractor/Subcontractor		Phone Number	Contract Number
Address			
Type of Work			

STATEMENT WITH RESPECT TO COMPLIANCE AND WAGES TO BE PAID

I, _____, _____ do hereby state:
(Name of person signing this affidavit) *(Title)*

(1) That I will pay or supervise the payment of the persons employed by _____ on said Contract. That all persons who perform work under said Contract will be listed on the payroll information submitted, and will be paid the full prevailing wages for all hours worked under said Contract, that no rebates and/or deductions will be made either directly or indirectly on behalf of the Prime Contractor or Subcontractor from the full wages by any person, other than permissible deductions as allowed per state and federal regulations.

DESCRIBE LEGAL DEDUCTIONS

_____

_____

_____

(2) That the payroll information submitted under said Contract will be complete and accurate; that the wage rate(s) of the laborer(s), mechanic(s), and worker(s) performing work under said Contract will be paid according to the wage determination(s) and labor provisions incorporated in said Contract and according to applicable laws; that wages paid to laborer(s), mechanic(s), and worker(s) performing work under said Contract will be at least the prevailing wage rate for the most similar classification of labor performed as defined under applicable law; and that the laborer(s), mechanic(s), and worker(s) performing work under said Contract will be paid for all hours in excess of the prevailing hours of labor at a rate of at least one-half times the applicable base rate of pay.

(3) That any apprentices employed during said Contract will be duly registered in a bone fide apprenticeship program registered with the Minnesota Department of Labor and Industry, or registered with the Bureau of Apprenticeship and Training; United States Department of Labor.

(4) That: (Check one box only)

(a) WHERE FRINGE BENEFITS ARE PAID TO <u>ANY</u> APPROVED PLANS, FUNDS, OR PROGRAMS

☐ In addition to the basic hourly wage rates paid to each laborer, worker, or mechanic, payments to current, bona fide fringe benefits programs as set forth in paragraph 4(d), have been or will be made to the program's administrators, per state and federal regulations and plan requirements, as set forth in paragraph 4(e) for the benefit of said workers, except as noted in Section 4(c).

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH TO <u>ALL</u> WORKERS

☐ Each laborer, worker, or mechanic who works on said Contract will be paid an amount not less than the sum of the applicable basic rate plus the fringe rate as listed in the appropriate wage determination incorporated into said Contract.

(c) EXCEPTIONS

Worker Name	Classification/Occupation	Explanation

(d) BENEFIT PROGRAM INFORMATION in DOLLARS CONTRIBUTED PER HOUR (must be completed if 4(a) is checked)

PROGRAM TITLE, CLASSIFICATION TITLE, OR INDIVIDUAL WORKERS	HEALTH/ WELFARE	VACATION/ HOLIDAY	APPRENTICESHIP/ TRAINING	PENSION	OTHER INCLUDE TITLE
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$
	$	$	$	$	$

(e) BENEFIT PROGRAM INFORMATION (Must be completed if 4(a) is checked)

NAME AND ADDRESS OF FRINGE BENEFIT FUND, PLAN, OR PROGRAM ADMINISTRATOR	BENEFIT ACCOUNT NUMBER	THIRD PARTY TRUSTEE AND/OR CONTACT PERSON	TELEPHONE NUMBER

NAME AND TITLE OF CONTRACOTR'S REPRESENTATIVE (PRINT)	SIGNATURE	DATE
As the representative of the contractor submitting the attached information, I hereby certify that the information is true and accurate to the best of my knowledge		

NAME AND TITLE OF PRIME CONTRACOTR'S (PRINT)	SIGNATURE	DATE
As the representative of the contractor submitting the attached information, I hereby certify that the information is true and accurate to the best of my knowledge		

Submit to: City of Rochester

Email: jjohnson@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904
Phone: 507-328-2900
Fax: 507-328-2901

00 73 46

I. Prevailing Wage Compliance Requirements

Submit Weekly Certified Payrolls**:** Enter weekly certified payrolls into eComply.

1. No Work Payroll**:** Submit "no work" payrolls if work partially ends but will resume later. Mark final payroll as complete.
2. Apprenticeship Paperwork**:** Submit apprenticeship documentation issued by DOL or the State of Minnesota Dept. of Labor and Industry to eComply before apprentices' work on a project. Apprentices must adhere to the Journeyman-apprentice ratio.
3. New User Setup**:** If new to eComply, submit a Contractor Setup Form. The Compliance Specialist will set up the company in eComply.

II. Targeted Business Compliance Requirements

1. List of Targeted Businesses**:** Before the project starts, submit a list of targeted businesses, including the scope of work, amount, and percentage relative to the total project cost.
2. Payment Tracking**:** Prime contractors must enter payments to subcontractors, especially certified ones, in B2Gnow. Subcontractors will confirm payments, enabling the Compliance Specialist to track targeted business utilization.
3. Targeted Business Utilization Report**:** Generate and submit this report from B2Gnow.

III. Workforce Utilization Compliance Requirements

1. Workforce Utilization Report**:** Generate this report from eComply and upload the workforce utilization report into the eDocuments tab in eComply.

IV. When the Project is Complete

i. Prevailing Wage Compliance Requirement

1. Submit Final Project Certification**:** Upload this to the eDocuments tab in eComply.

ii. Targeted Business Compliance Requirement

1. Submit Final Targeted Business Utilization Report**:** If the targeted business goal isn't met, submit a Statement of Good Faith Efforts Form with documentation.

iii. Workforce Compliance Requirements

1. Submit Final Workforce Utilization Report**:** If workforce goals aren't met, demonstrate good faith efforts to recruit and hire women and minority workers.
2. Good Faith Efforts**:** Document and submit evidence of efforts if the goals are unmet. Examples include soliciting help from unions, women organizations, or people of color groups.

*Please be advised that the City is in the process of transitioning from LCPtracker to eComply for its payroll software. Until the migration is fully completed, LCPtracker will remain in use. Additionally, the City is implementing B2Gnow, a diversity management software. During this transition, and until B2Gnow is fully operational, contractors should continue submitting the COR-8 form monthly to the compliance team for targeted business reporting.

MINNESOTA DEPARTMENT OF LABOR AND INDUSTRY PREVAILING WAGES FOR STATE FUNDED CONSTRUCTION PROJECTS

THIS NOTICE MUST BE POSTED ON THE JOBSITE IN A CONSPICUOUS PLACE

Construction Type: Commercial

County Number: 55

County Name: OLMSTED

Effective: 2024-12-23 Revised: 2025-03-24

This project is covered by Minnesota prevailing wage statutes. Wage rates listed below are the minimum hourly rates to be paid on this project.

All hours worked in excess of eight (8) hours per day or forty (40) hours per week shall be paid at a rate of one and one half (1 1/2) times the basic hourly rate. *Note: Overtime pay after eight (8) hours on the project must be paid even if the worker does not exceed forty (40) hours in the work week.*

Violations should be reported to:

Department of Labor and Industry
Prevailing Wage Section
443 Lafayette Road N
St Paul, MN 55155
(651) 284-5091
DLI.PrevWage@state.mn.us

* Indicates that adjacent county rates were used for the labor class listed.

County: OLMSTED (55)

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
LABORERS (101 - 112) (SPECIAL CRAFTS 701 - 730)					
101	LABORER, COMMON (GENERAL LABOR WORK)	2024-12-23	34.50	24.15	58.65
102	LABORER, SKILLED (ASSISTING SKILLED CRAFT JOURNEYMAN)	2024-12-23	34.50	24.15	58.65
103	LABORER, LANDSCAPING (GARDENER, SOD LAYER AND NURSERY OPERATOR)	2024-12-23	26.89	19.31	46.20
104	FLAG PERSON	2024-12-23	29.30	21.17	50.47
105	WATCH PERSON	2024-12-23	30.87	22.82	53.69
106	BLASTER	FOR RATE CALL 651-284-5091 OR EMAIL DLI.PREVWAGE@STATE.MN.US			

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
107	PIPELAYER (WATER, SEWER AND GAS)	2024-12-23	40.14	24.68	64.82
		2025-05-01	42.51	26.01	68.52
108	TUNNEL MINER	FOR RATE CALL 651-284-5091 OR EMAIL DLI.PREVWAGE@STATE.MN.US			
109*	UNDERGROUND AND OPEN DITCH LABORER (EIGHT FEET BELOW STARTING GRADE LEVEL)	2024-12-23	32.01	21.84	53.85
110	SURVEY FIELD TECHNICIAN (OPERATE TOTAL STATION, GPS RECEIVER, LEVEL, ROD OR RANGE POLES, STEEL TAPE MEASUREMENT; MARK AND DRIVE STAKES; HAND OR POWER DIGGING FOR AND IDENTIFICATION OF MARKERS OR MONUMENTS; PERFORM AND CHECK CALCULATIONS; REVIEW AND UNDERSTAND CONSTRUCTION PLANS AND LAND SURVEY MATERIALS). THIS CLASSIFICATION DOES NOT APPLY TO THE WORK PERFORMED ON A PREVAILING WAGE PROJECT BY A LAND SURVEYOR WHO IS LICENSED PURSUANT TO MINNESOTA STATUTES, SECTIONS 326.02 TO 326.15.	2024-12-23	24.62	17.67	42.29
111*	TRAFFIC CONTROL PERSON (TEMPORARY SIGNAGE)	2024-12-23	32.75	22.82	55.57
SPECIAL EQUIPMENT (201 - 204)					
201	ARTICULATED HAULER	2024-12-23	33.00	7.50	40.50
202	BOOM TRUCK	2024-12-23	46.51	26.90	73.41
		2025-05-05	46.51	29.40	75.91
203	LANDSCAPING EQUIPMENT, INCLUDES HYDRO SEEDER OR MULCHER, SOD ROLLER, FARM TRACTOR WITH ATTACHMENT SPECIFICALLY SEEDING, SODDING, OR PLANT, AND TWO-FRAMED FORKLIFT (EXCLUDING FRONT, POSIT-TRACK, AND SKID STEER LOADERS), NO EARTHWORK OR GRADING FOR ELEVATIONS	2024-12-23	26.89	19.31	46.20

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
204	OFF-ROAD TRUCK	2024-12-23	37.83	18.65	56.48
205	PAVEMENT MARKING OR MARKING REMOVAL EQUIPMENT (ONE OR TWO PERSON OPERATORS); SELF-PROPELLED TRUCK OR TRAILER MOUNTED UNITS.	2024-12-23	27.26	16.59	43.85
HIGHWAY/HEAVY POWER EQUIPMENT OPERATOR					
GROUP 2		2024-12-23	34.00	7.50	41.50
306	GRADER OR MOTOR PATROL				
308	TUGBOAT 100 H.P. AND OVER WHEN LICENSE REQUIRED (HIGHWAY AND HEAVY ONLY)				
GROUP 3 *		2024-12-23	45.01	26.40	71.41
309	ASPHALT BITUMINOUS STABILIZER PLANT				
310	CABLEWAY				
312	DERRICK (GUY OR STIFFLEG)(POWER)(SKIDS OR STATIONARY) (HIGHWAY AND HEAVY ONLY)				
314	DREDGE OR ENGINEERS, DREDGE (POWER) AND ENGINEER				
316	LOCOMOTIVE CRANE OPERATOR				
320	TANDEM SCRAPER				
322	TUGBOAT 100 H.P AND OVER (HIGHWAY AND HEAVY ONLY)				
GROUP 4		2024-12-23	44.67	26.90	71.57
		2025-05-05	46.25	29.40	75.65
323	AIR TRACK ROCK DRILL				
324	AUTOMATIC ROAD MACHINE (CMI OR SIMILAR) (HIGHWAY AND HEAVY ONLY)				
325	BACKFILLER OPERATOR				
327	BITUMINOUS ROLLERS, RUBBER TIRED OR STEEL DRUMMED (EIGHT TONS AND OVER)				
328	BITUMINOUS SPREADER AND FINISHING MACHINES (POWER), INCLUDING PAVERS, MACRO SURFACING AND MICRO SURFACING, OR SIMILAR TYPES (OPERATOR AND SCREED PERSON)				
329	BROKK OR R.T.C. REMOTE CONTROL OR SIMILAR TYPE WITH ALL ATTACHMENTS				
330	CAT CHALLENGER TRACTORS OR SIMILAR TYPES PULLING ROCK WAGONS, BULLDOZERS AND SCRAPERS				
331	CHIP HARVESTER AND TREE CUTTER				
332	CONCRETE DISTRIBUTOR AND SPREADER FINISHING MACHINE, LONGITUDINAL FLOAT, JOINT MACHINE, AND SPRAY MACHINE				
334	CONCRETE MOBIL (HIGHWAY AND HEAVY ONLY)				
335	CRUSHING PLANT (GRAVEL AND STONE) OR GRAVEL WASHING, CRUSHING AND SCREENING PLANT				
336	CURB MACHINE				
337	DIRECTIONAL BORING MACHINE				

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
338	DOPE MACHINE (PIPELINE)				
340	DUAL TRACTOR				
341	ELEVATING GRADER				
345	GPS REMOTE OPERATING OF EQUIPMENT				
347	HYDRAULIC TREE PLANTER				
348	LAUNCHER PERSON (TANKER PERSON OR PILOT LICENSE)				
349	LOCOMOTIVE (HIGHWAY AND HEAVY ONLY)				
350	MILLING, GRINDING, PLANNING, FINE GRADE, OR TRIMMER MACHINE				
352	PAVEMENT BREAKER OR TAMPING MACHINE (POWER DRIVEN) MIGHTY MITE OR SIMILAR TYPE				
354	PIPELINE WRAPPING, CLEANING OR BENDING MACHINE				
356	POWER ACTUATED HORIZONTAL BORING MACHINE, OVER SIX INCHES				
357	PUGMILL				
359	RUBBER-TIRED FARM TRACTOR WITH BACKHOE INCLUDING ATTACHMENTS (HIGHWAY AND HEAVY ONLY)				
360	SCRAPER				
361	SELF-PROPELLED SOIL STABILIZER				
362	SLIP FORM (POWER DRIVEN) (PAVING)				
363	TIE TAMPER AND BALLAST MACHINE				
365	TRACTOR, WHEEL TYPE, OVER 50 H.P. WITH PTO UNRELATED TO LANDSCAPING (HIGHWAY AND HEAVY ONLY)				
367	TUB GRINDER, MORBARK, OR SIMILAR TYPE				
GROUP 5		2024-12-23	29.51	19.70	49.21
370	BITUMINOUS ROLLER (UNDER EIGHT TONS)				
371	CONCRETE SAW (MULTIPLE BLADE) (POWER OPERATED)				
372	FORM TRENCH DIGGER (POWER)				
375	HYDRAULIC LOG SPLITTER				
376	LOADER (BARBER GREENE OR SIMILAR TYPE)				
377	POST HOLE DRIVING MACHINE/POST HOLE AUGER				
379	POWER ACTUATED JACK				
381	SELF-PROPELLED CHIP SPREADER (FLAHERTY OR SIMILAR)				
382	SHEEP FOOT COMPACTOR WITH BLADE . 200 H.P. AND OVER				
383	SHOULDERING MACHINE (POWER) APSCO OR SIMILAR TYPE INCLUDING SELF-PROPELLED SAND AND CHIP SPREADER				
384	STUMP CHIPPER AND TREE CHIPPER				
385	TREE FARMER (MACHINE)				
GROUP 6 *		2024-12-23	28.00	19.70	47.70
387	CAT, CHALLENGER, OR SIMILAR TYPE OF TRACTORS, WHEN PULLING DISK OR ROLLER				
389	DREDGE DECK HAND				
391	GRAVEL SCREENING PLANT (PORTABLE NOT CRUSHING OR WASHING)				

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
393	LEVER PERSON				
395	POWER SWEEPER				
396	SHEEP FOOT ROLLER AND ROLLERS ON GRAVEL COMPACTION, INCLUDING VIBRATING ROLLERS				
397	TRACTOR, WHEEL TYPE, OVER 50 H.P., UNRELATED TO LANDSCAPING				
COMMERCIAL POWER EQUIPMENT OPERATOR					
GROUP 1		2024-12-23	51.03	26.90	77.93
		2025-05-05	51.03	29.40	80.43
501	HELICOPTER PILOT (COMMERCIAL CONSTRUCTION ONLY)				
502	TOWER CRANE 250 FEET AND OVER (COMMERCIAL CONSTRUCTION ONLY)				
503	TRUCK CRAWLER CRANE WITH 200 FEET OF BOOM AND OVER, INCLUDING JIB (COMMERCIAL CONSTRUCTION ONLY)				
GROUP 2		2024-12-23	50.64	26.90	77.54
		2025-05-05	50.64	29.40	80.04
504	CONCRETE PUMP WITH 50 METERS/164 FEET OF BOOM AND OVER (COMMERCIAL CONSTRUCTION ONLY)				
505	PILE DRIVING WHEN THREE DRUMS IN USE (COMMERCIAL CONSTRUCTION ONLY)				
506	TOWER CRANE 200 FEET AND OVER (COMMERCIAL CONSTRUCTION ONLY)				
507	TRUCK OR CRAWLER CRANE WITH 150 FEET OF BOOM UP TO AND NOT INCLUDING 200 FEET, INCLUDING JIB (COMMERCIAL CONSTRUCTION ONLY)				
GROUP 3		2024-12-23	49.05	26.90	75.95
		2025-05-05	49.05	29.40	78.45
508	ALL-TERRAIN VEHICLE CRANES (COMMERCIAL CONSTRUCTION ONLY)				
509	CONCRETE PUMP 32-49 METERS/102-164 FEET (COMMERCIAL CONSTRUCTION ONLY)				
510	DERRICK (GUY & STIFFLEG) (COMMERCIAL CONSTRUCTION ONLY)				
511	STATIONARY TOWER CRANE UP TO 200 FEET				
512	SELF-ERECTING TOWER CRANE 100 FEET AND OVER MEASURED FROM BOOM FOOT PIN (COMMERCIAL CONSTRUCTION ONLY)				
513	TRAVELING TOWER CRANE (COMMERCIAL CONSTRUCTION ONLY)				
514	TRUCK OR CRAWLER CRANE UP TO AND NOT INCLUDING 150 FEET OF BOOM, INCLUDING JIB (COMMERCIAL CONSTRUCTION ONLY)				
GROUP 4		2024-12-23	48.68	26.90	75.58
		2025-05-05	48.68	29.40	78.08
515	CRAWLER BACKHOE INCLUDING ATTACHMENTS (COMMERCIAL CONSTRUCTION ONLY)				
516	FIREPERSON, CHIEF BOILER LICENSE (COMMERCIAL CONSTRUCTION ONLY)				
517	HOIST ENGINEER (THREE DRUMS OR MORE) (COMMERCIAL CONSTRUCTION ONLY)				
518	LOCOMOTIVE (COMMERCIAL CONSTRUCTION ONLY)				

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
519	OVERHEAD CRANE (INSIDE BUILDING PERIMETER) (COMMERCIAL CONSTRUCTION ONLY)				
520	TRACTOR . BOOM TYPE (COMMERCIAL CONSTRUCTION ONLY)				
GROUP 5		2024-12-23	46.51	26.90	73.41
		2025-05-05	46.51	29.40	75.91
521	AIR COMPRESSOR 450 CFM OR OVER (TWO OR MORE MACHINES) (COMMERCIAL CONSTRUCTION ONLY)				
522	CONCRETE MIXER (COMMERCIAL CONSTRUCTION ONLY)				
523	CONCRETE PUMP UP TO 31 METERS/101 FEET OF BOOM				
524	DRILL RIGS, HEAVY ROTARY OR CHURN OR CABLE DRILL WHEN USED FOR CAISSON FOR ELEVATOR OR BUILDING CONSTRUCTION (COMMERCIAL CONSTRUCTION ONLY)				
525	FORKLIFT (COMMERCIAL CONSTRUCTION ONLY)				
526	FRONT END, SKID STEER 1 C YD AND OVER				
527	HOIST ENGINEER (ONE OR TWO DRUMS) (COMMERCIAL CONSTRUCTION ONLY)				
528	MECHANIC-WELDER (ON POWER EQUIPMENT) (COMMERCIAL CONSTRUCTION ONLY)				
529	POWER PLANT (100 KW AND OVER OR MULTIPLES EQUAL TO 100KW AND OVER) (COMMERCIAL CONSTRUCTION ONLY)				
530	PUMP OPERATOR AND/OR CONVEYOR (TWO OR MORE MACHINES) (COMMERCIAL CONSTRUCTION ONLY)				
531	SELF-ERECTING TOWER CRANE UNDER 100 FEET MEASURED FROM BOOM FOOT PIN (COMMERCIAL CONSTRUCTION ONLY)				
532	STRADDLE CARRIER (COMMERCIAL CONSTRUCTION ONLY)				
533	TRACTOR OVER D2 (COMMERCIAL CONSTRUCTION ONLY)				
534	WELL POINT PUMP (COMMERCIAL CONSTRUCTION ONLY)				
GROUP 6		2024-12-23	44.82	26.90	71.72
		2025-05-05	44.82	29.40	74.22
535	CONCRETE BATCH PLANT (COMMERCIAL CONSTRUCTION ONLY)				
536	FIREPERSON, FIRST CLASS BOILER LICENSE (COMMERCIAL CONSTRUCTION ONLY)				
537	FRONT END, SKID STEER UP TO 1 C YD				
538	GUNITE MACHINE (COMMERCIAL CONSTRUCTION ONLY)				
539	TRACTOR OPERATOR D2 OR SIMILAR SIZE (COMMERCIAL CONSTRUCTION ONLY)				
540	TRENCHING MACHINE (SEWER, WATER, GAS) EXCLUDES WALK BEHIND TRENCHER				
GROUP 7		2024-12-23	43.55	26.90	70.45
		2025-05-05	43.55	29.40	72.95
541	AIR COMPRESSOR 600 CFM OR OVER (COMMERCIAL CONSTRUCTION ONLY)				
542	BRAKEPERSON (COMMERCIAL CONSTRUCTION ONLY)				
543	CONCRETE PUMP/PUMPCRETE OR COMPLACO TYPE (COMMERCIAL CONSTRUCTION ONLY)				
544	FIREPERSON, TEMPORARY HEAT SECOND CLASS BOILER LICENSE (COMMERCIAL CONSTRUCTION ONLY)				
545	OILER (POWER SHOVEL, CRANE, TRUCK CRANE, DRAGLINE, CRUSHERS AND MILLING MACHINES, OR OTHER SIMILAR POWER EQUIPMENT) (COMMERCIAL CONSTRUCTION ONLY)				
546	PICK UP SWEEPER (ONE CUBIC YARD HOPPER CAPACITY) (COMMERCIAL CONSTRUCTION ONLY)				

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
547	PUMP AND/OR CONVEYOR (COMMERCIAL CONSTRUCTION ONLY)				
GROUP 8		2024-12-23	41.28	26.90	68.18
		2025-05-05	41.28	29.40	70.68
548	ELEVATOR OPERATOR (COMMERCIAL CONSTRUCTION ONLY)				
549	GREASER (COMMERCIAL CONSTRUCTION ONLY)				
550	MECHANICAL SPACE HEATER (TEMPORARY HEAT NO BOILER LICENSE REQUIRED) (COMMERCIAL CONSTRUCTION ONLY)				
TRUCK DRIVERS					
GROUP 1		2024-12-23	53.21	1.60	54.81
601	MECHANIC . WELDER				
602	TRACTOR TRAILER DRIVER				
603	TRUCK DRIVER (HAULING MACHINERY INCLUDING OPERATION OF HAND AND POWER OPERATED WINCHES)				
GROUP 2		2024-12-23	42.99	0.01	43.00
604	FOUR OR MORE AXLE UNIT, STRAIGHT BODY TRUCK				
GROUP 3 *		2024-12-23	16.85	6.80	23.65
605	BITUMINOUS DISTRIBUTOR DRIVER				
606	BITUMINOUS DISTRIBUTOR (ONE PERSON OPERATION)				
607	THREE AXLE UNITS				
GROUP 4		2024-12-23	25.71	8.71	34.42
608	BITUMINOUS DISTRIBUTOR SPRAY OPERATOR (REAR AND OILER)				
609	DUMP PERSON				
610	GREASER				
611	PILOT CAR DRIVER				
612	RUBBER-TIRED, SELF-PROPELLED PACKER UNDER 8 TONS				
613	TWO AXLE UNIT				
614	SLURRY OPERATOR				
615	TANK TRUCK HELPER (GAS, OIL, ROAD OIL, AND WATER)				
616	TRACTOR OPERATOR, UNDER 50 H.P.				
SPECIAL CRAFTS					
701	HEATING AND FROST INSULATORS	2024-12-23	53.19	31.95	85.14
		2025-06-09	57.24	31.95	89.19

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
702	BOILERMAKERS	2024-12-23	46.00	31.93	77.93
703	BRICKLAYERS	2024-12-23	47.31	27.44	74.75
704	CARPENTERS	2024-12-23	40.70	26.95	67.65
		2025-01-01	40.70	26.95	67.65
705	CARPET LAYERS (LINOLEUM)	2024-12-23	41.00	25.45	66.45
		2025-01-01	41.00	25.45	66.45
706	CEMENT MASONS	2024-12-23	52.01	13.63	65.64
707	ELECTRICIANS	2024-12-23	48.37	26.13	74.50
		2025-07-01	50.61	26.13	76.74
708	ELEVATOR CONSTRUCTORS	2024-12-23	59.95	44.53	104.48
		2025-01-01	62.52	45.36	107.88
709	GLAZIERS	2024-12-23	48.98	26.75	75.73
710	LATHERS	2024-12-23	40.70	26.85	67.55
		2025-01-01	40.70	26.85	67.55
712	IRONWORKERS	2024-12-23	44.85	35.72	80.57
714	MILLWRIGHT	2024-12-23	41.66	35.40	77.06
		2025-01-01	41.66	35.40	77.06
715	PAINTERS (INCLUDING HAND BRUSHED, HAND SPRAYED, AND THE TAPING OF PAVEMENT MARKINGS)	2024-12-23	34.28	24.83	59.11
		2025-05-01	36.33	24.83	61.16
716	PILEDRIVER (INCLUDING VIBRATORY DRIVER OR EXTRACTOR FOR PILING AND SHEETING OPERATIONS)	2024-12-23	45.71	29.73	75.44
		2025-01-01	45.71	29.73	75.44
		2025-05-01	49.46	30.23	79.69
717	PIPEFITTERS . STEAMFITTERS	2024-12-23	48.06	30.33	78.39

LABOR CODE AND CLASS		EFFECT DATE	BASIC RATE	FRINGE RATE	TOTAL RATE
718	PLASTERERS	2024-12-23	40.50	8.31	48.81
719	PLUMBERS	2024-12-23	48.06	30.33	78.39
720	ROOFER	2024-12-23	33.80	18.77	52.57
		2025-01-15	35.55	18.77	54.32
721	SHEET METAL WORKERS	2024-12-23	44.48	29.77	74.25
722	SPRINKLER FITTERS	2024-12-23	42.94	26.67	69.61
		2025-01-01	43.53	26.67	70.20
723*	TERRAZZO WORKERS	2024-12-23	37.54	23.94	61.48
724	TILE SETTERS	2024-12-23	45.25	0.91	46.16
725	TILE FINISHERS	2024-12-23	30.76	6.02	36.78
726	DRYWALL TAPER	2024-12-23	34.05	25.04	59.09
		2025-05-01	36.10	25.04	61.14
727	WIRING SYSTEM TECHNICIAN	2024-12-23	47.73	22.24	69.97
		2025-07-01	51.07	23.52	74.59
728	WIRING SYSTEMS INSTALLER	2024-12-23	33.44	17.82	51.26
		2025-07-01	35.78	18.73	54.51
729*	ASBESTOS ABATEMENT WORKER	2024-12-23	39.86	24.61	64.47
		2025-01-01	41.23	25.49	66.72
		2025-05-01	41.23	25.99	67.22
730	SIGN ERECTOR	2024-12-23	34.69	19.88	54.57
		2025-06-01	37.19	19.88	57.07

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SECTION 00 75 00
CITY OF ROCHESTER
BUILD AMERICA, BUY AMERICA ACT
PUBLIC INFRASTRUCTURE PROJECTS

PART ONE – GENERAL REQUIREMENTS

1.1 RULES AND REPORTING

A. Comply with all provisions referenced in 2023 Minnesota Statutes 469.44, Subd. 6. American Made Steel.

B. Comply with the United States Code of Federal Regulations Title 2, Subtitle A, Chapter I, Part 184 for Buy America Preferences for Infrastructure Projects. On November 15, 2021, the Build America, Buy America Act (BABAA) (Sections 70901-52 of the Infrastructure Investment and Jobs Act, Public Law 117-58) became law.

C. The City of Rochester has a Compliance Specialist (CS) assigned to implementing the City of Rochester Minnesota Targeted Business and Workforce Participation Plan found at 638424701510963362 (rochestermn.gov). They work on all aspects of performance, monitoring and compliance for work required to meet the Build America, Buy America Act requirements as associated with the public infrastructure projects.

D. The CS, the Prime Contractor, and all their subcontractors, shall utilize LCPtracker, web-based reporting system to send supply chain compliance documentation and product certification data, paid invoices made as part of this contract as deliveries and received.

1.2 DEFINITIONS

A. Acronyms used in this part have the same meaning as provided in 2 CFR 200.0. Terms not defined in this part have the same meaning as provided in 2 CFR 200.1.

B. *Build America, Buy America Act* means division G, title IX, subtitle A, parts I-II, sections 70901 through 70927 of the Infrastructure Investment and Jobs Act (Pub. L. 117-58).

Buy America Preference means the "domestic content procurement preference" set forth in section 70914 of the Build America, Buy America Act, which requires the head of each Federal agency to ensure that none of the funds made available for a Federal award for an infrastructure project may be obligated unless all of the iron, steel, manufactured products, and construction materials incorporated into the project are produced in the United States.

Component means an article, material, or supply, whether manufactured or unmanufactured, incorporated directly into: a manufactured product; or, where applicable, an iron or steel product.

Construction materials means articles, materials, or supplies that consist of only one of the items listed in paragraph (1) of this definition, except as provided in paragraph (2) of this

definition. To the extent one of the items listed in paragraph (1) contains as inputs other items listed in paragraph (1), it is nonetheless a construction material.

(1) The listed items are:
(i) Non-ferrous metals
(ii) Plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables);
(iii) Glass (including optic glass);
(iv) Fiber optic cable (including drop cable);
(v) Optical fiber;
(vi) Lumber;
(vii) Engineered wood; and
(viii) Drywall.

(2) Minor additions of articles, materials, supplies, or binding agents to a construction material do not change the categorization of the construction material.

Infrastructure project means any activity related to the construction, alteration, maintenance, or repair of infrastructure in the United States regardless of whether infrastructure is the primary purpose of the project. See also paragraphs (c) and (d) of § 184.4.

Iron or steel products means articles, materials, or supplies that consist wholly or predominantly of iron or steel or a combination of both.

Manufactured products means:

(1) Articles, materials, or supplies that have been:
(i) Processed into a specific form and shape; or
(ii) Combined with other articles, materials, or supplies to create a product with different properties than the individual articles, materials, or supplies.

(2) If an item is classified as an iron or steel product, a construction material, or a section 70917(c) material under § 184.4(e) and the definitions set forth in this section, then it is not a manufactured product. However, an article, material, or supply classified as a manufactured product under § 184.4(e) and paragraph (1) of this definition may include components that are construction materials, iron or steel products, or section 70917(c) materials.

Manufacturer means the entity that performs the final manufacturing process that produces a manufactured product.

Predominantly of iron or steel or a combination of both means that the cost of the iron and steel content exceeds 50 percent of the total cost of all its components. The cost of iron and steel is the cost of the iron or steel mill products (such as bar, billet, slab, wire, plate, or sheet), castings, or forgings utilized in the manufacture of the product and a good faith estimate of the cost of iron or steel components.

Produced in the United States means:

(1) In the case of iron or steel products, all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

(2) In the case of manufactured products:

(i) The product was manufactured in the United States; and

(ii) The cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard that meets or exceeds this standard has been established under applicable law or regulation for determining the minimum amount of domestic content of the manufactured product. See § 184.2(a). The costs of components of a manufactured product are determined according to § 184.5.

(3) In the case of construction materials, all manufacturing processes for the construction material occurred in the United States. See § 184.6 for more information on the meaning of "all manufacturing processes" for specific construction materials.

Section 70917(c) materials means cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives. See section 70917(c) of the Build America, Buy America Act.

1.3 PRECONSTRUCTION CONFERENCE DISCUSSION

The Contractor will host a project preconstruction conference. At this conference, the Contractor should be prepared to present and/or discuss the following items as part of the Build America, Buy America Act for all construction materials products permanently incorporated into this Projects:

1. Project specific certification letters from the Contractor and Subcontractors demonstrating their understanding and intent to comply with the Build America, Buy America Act requirements.
2. A list of all construction materials and suppliers to be used on the project.
3. Required documentation verifying compliance with Build America, Buy America Act for each known construction materials at the time of the meeting.
4. Minimal use requests.
5. Change order work involving construction materials must also be in compliance and documented similarly to Contract work.

1.4 COMPLIANCE WITH BUILD AMERICA, BUY AMERICA ACT REQUIREMENTS

A. These requirements are to apply to all permanently incorporated construction material that is used for structural purposes. This is to include, but not limited to, reinforcing steel, structural steel, pre or post-tensioning cables, high strength structural bolts and nuts, and structural

embeds.

B. Construction materials incorporated into the project without domestic origin may be subject to removal and replacement of the work by the Contractor, forfeiture of payment for the work, and/or assessment of penalty.

C. Before any work begins, the Contractor shall submit a project specific certification letter stating that all manufacturing processes involved with the production of construction materials will occur in the U.S. along with project specific certification letters from each Subcontractor for each material to be used on the project.

1.5 SUBMITTAL REQUIREMENTS

A. For each construction material, the Contractor and Subcontractor will be responsible for providing to the CS all documentation required to verify that each product complies with Build America, Buy America Act in accordance with the requirements of the corresponding category listed below. The Contractor must provide a completed:

1. Material Use Statement and Certifications for each product in the project.
2. Certificate of Materials Origin for each product incorporated into the project.

B. In most instances, determination of compliance with Build America, Buy America Act requirements should be achieved prior to incorporating the construction material into the work. If not, the City of Rochester may withhold payment for work until compliance has been determined.

C. Upon request, the Contractor is required to deliver all supply chain compliance documentation, bills of ladings, paid invoices and material certification tickets (hard copies and scanned versions) to the CS for products delivered to the job site that are required to meet Build America, Buy America Act requirements. Failure to provide original certifications may result in the order to remove product from the work.

D. The Contractor will upload electronic versions of required documentation to LCPtracker as the invoices are paid.

E. The Contractor is required to issue a Letter of Compliance at the end of the Project stipulating their full compliance with the provisions of the section.

END OF SECTION

00 80 00 ECONOMIC DEVELOPMENT ADMINISTRATION
EDA REQUIRED SPECIFICATION DOCUMENTS

Below are the documents that EDA requires to be inserted into the specifications:

- **EDA Required Specification Documents**
  - Davis-Bacon Wage Rates
  - Lobbying Certification and Restriction Form (CD-512)
  - (Required for all contracts in which Federal funds exceed $100,000)
  - Requirements for Affirmative Action (EEO)
  - EDA Contracting Provisions for Construction Projects
  - EDA Construction Site Sign Specifications
  - (Insert the sign specifications into the *EDA Contracting Provisions for*
  - *Construction Projects* if the sign has not yet been erected)

    ✓ There is information available in a variety of file formats for the contractor or sign-maker (See EDA Construction Site Sign)

SECTION 00 42 03
CITY OF ROCHESTER/DESTINATION MEDICAL CENTER PUBLIC INFRASTRUCTURE PROJECT DAVIS BACON WAGE REQUIREMENTS

PART – 1 GENERAL

1.1 DAVIS BACON WAGE REQUIREMENTS

A. This contract is subject to Davis Bacon Wage Requirements. All contractors and subcontractors must pay each laborer and mechanic the established total Davis Bacon Rates for the actual work performed under this contract. Failure to comply may result in civil or criminal penalties, including but not limited to payment of back-wages and/or a fine as a penalty for the violation.

B. The City of Rochester has a Project Manager (PM) assigned to implementing the City of Rochester Targeted Business and Workforce Participation Plan. He/she works on all aspects of the performance, monitoring and compliance for work to meet Davis Bacon Rate requirements associated with the Destination Medical Center public infrastructure projects.

C. The Contractor must furnish certified copies of payroll records for its workers and those of all their first and second tier subcontractors, along with other records, documents or agreements deemed appropriate by agency to determine compliance with these contract provisions.

D. The Contractor and all their first and second tier subcontractors shall utilize LCPtracker, web based reporting system, to upload or enter payroll data as required. Training will be provided.

1.2 DEFINITIONS

A. Definitions are as follows:

1. Contractor: The term “Contractor” in these provisions shall include the Prime Contractor, subcontractor, agent, or other person doing or contracting to do all or part of the work under this contract.

2. Employer: An individual, partnership, association, corporation, business trust, or other business entity that hires a laborer, worker, or mechanic.

3. First Tier Subcontractor: An individual, firm, corporation, or other entity to which the Contractor sublets part of the contract.

4. Independent Truck Owner/Operator (ITO): An individual, partnership, or principal stockholder of a corporation who owns or holds a vehicle under lease and who contracts that vehicle and the owner’s services to an entity which provides construction services to a public works project.

5. Laborer or Mechanic: A worker in a construction industry labor class identified in or pursuant to Minnesota Rules 5200.1100, Master Job Classifications.

6. Prime Contractor: The individual, firm, corporation, or other entity contracting for and undertaking prosecution of the prescribed work; the party of the second part to the contract acting directly or through a duly authorized representative.

7. Second Tier Subcontractor: An individual, firm, corporation, or other entity to which a first tier subcontractor sublets part of the contract.

8. Substantially In Place: Mineral aggregate is deposited on the project site directly or through spreaders where it can be spread from or compacted at the location where it was deposited.

9. Trucking Broker: An individual or business entity, the activities of which include, but are not limited to: contracting to provide trucking services in the construction industry to users of such services, contracting to obtain such services from providers of trucking services, dispatching the providers of the services to do work as required by the users of the services, receiving payment from the users in consideration of the trucking services provided, and making payment to the providers for the services.

10. Trucking Firm/Multiple Truck Owner (MTO): Any business entity that owns more than one vehicle and hires the vehicles out for services to brokers or Contractors on public works projects.

1.3 SCOPE OF THE CONTRACT

A. These provisions shall apply to the Prime Contractor, all subcontractors, or agents contracting to do all or part of the work under this contract.

B. The Prime Contractor is required to ensure that all lower tier subcontractors receive with their written subcontracts, agreements, and/or purchase order a copy of the contract labor provisions.

PART TWO – PRODUCTS (NOT USED)

PART THREE – EXECUTION

3.1 PAYROLLS AND STATEMENTS

A. The contractor must submit its payroll statements, along with those of its subcontractors, using the LCPtracker, web based reporting system, including a payroll report and a statement of compliance. All contractors shall pay its employees at least once every fourteen (14) calendar days. All statements shall be submitted within fourteen (14) calendar days after the end of contractor's pay period.

1. Not reporting on time is considered non-compliance. The City of Rochester may withhold payments to contractor due to non-compliance.

B. Payroll Report: Each payroll report must include all workers that performed work as a laborer or mechanic under this contract and provide at minimum the following information:

1. Contractor's name, address, and telephone number
2. Contractors project number
3. Payroll report number
4. Project location
5. Workweek end date
6. Each employee's name, home address, and full (or last four digits of) social security number
7. Labor classification(s) titles and optional three-digit code for each employee
8. Hourly straight time and overtime wage rates paid to each employee
9. Daily and weekly hours worked in each classification, including overtime hours for each employee
10. Authorized legal deductions for each employee
11. Project gross amount, weekly gross amount, and net wages paid to each employee

C. Statement of Compliance: The prime contractor and each subcontractor must submit a contractor's Davis Bacon Rates – Statement of Compliance (Form DMC-6) form identifying any fringe contributions made on behalf of each worker. The Contractor is required to review the information submitted by each subcontractor and sign the Statement of Compliance Form.

D. The Contractor is responsible for assuring that its payroll reports and those of each subcontractor

include all workers that performed work under this contract and accurately reflect the hours worked, regular and overtime rates of pay, and classifications of work performed.

E. The Contractor is responsible for maintaining all certified payroll records, including those of all subcontractors, throughout the course of a construction project and retaining all records for a period of three (3) years after the final contract voucher has been issued. All Contractors are responsible for maintaining their supporting employment records relating to this contract for a minimum period of three (3) years after the final contract payment has been made; other laws may have longer retention requirements.

F. At the end of each pay period, each Contractor shall provide every employee, in writing or by electronic means, an accurate, detailed earnings statement.

3.2 WAGE RATES

A. The Contractor is responsible to ensure that its workers and those of all subcontractors are compensated according to the Davis Bacon Rate determinations included and/or incorporated into this contract. All Contractors shall pay each worker the required minimum total hourly wage rate for all hours worked on the project at the appropriate classification(s) of labor for the work performed by the worker.

B. Wage rates listed in the state wage determination(s) contain two components: the hourly basic rate and the fringe rate. The hourly basic rate plus the fringe rate equal the total Davis Bacon Rate. A Contractor shall compensate workers a combination of cash and fringe benefits equaling, at minimum, the total Davis Bacon Rate.

C. The certified wage decision(s) incorporated into the contract remains in effect for the duration of this contract unless replaced by the City of Rochester through an addendum or supplemental agreement. No increase in the contract price shall be allowed or authorized due to wage rates that exceed those incorporated into this contract.

D. A Contractor making payment to an employee, laborer, mechanic, or worker may not accept a rebate for the purpose of reducing or otherwise decreasing the value of the compensation paid.

E. Qualified apprentice agreements may allow the Contractor to pay an employee less than Davis Bacon Rates at agreed union level rates plus benefits. Union Apprentice Agreements must be uploaded to LCPtracker, web based reporting system.

F. Deductions from the total Davis Bacon Rates, whether direct or indirect, shall not be allowed for the following:

1. Purchase or rental of uniforms or non-home maintenance of uniforms
2. Consumable supplies, which means materials required to perform duties of employment and are used during the course of employment
3. Travel expenses, which means receipted out-of-pocket expenses for transportation, meals and lodging, or an agreed upon allowance, whichever is greater
4. Other items as established in Minn. Rules 5200.0090

3.3 BONA FIDE FRINGE BENEFITS

A. A Contractor that does not provide fringe benefits to its employees shall compensate each worker the total Davis Bacon Rate for the classification of work performed.

B. A “funded” fringe benefit plan is one that allows the Contractor to make irrevocable contributions on

behalf of an employee to a financially responsible trustee, third person, fund, plan, or program without prior approval from the U.S. Department of Labor. Types of “funded” fringe benefits may include, but are not limited to: pension, health insurance, and life insurance.

C. An “unfunded” fringe benefit plan or program is one that allows the Contractor to furnish an in-house benefit on behalf of an employee. The cost to provide the benefit is funded from the Contractor’s general assets rather than contributions made to a trustee, third person, fund, plan, or program. Types of “unfunded” fringe benefits may include, but are not limited to: holiday, vacation, and sick plans.

D. Allowable credit toward the total Davis Bacon Rates shall be determined for each individual employee based on all hours worked (government and non-government) for bona fide fringe benefits that:

   1. Are contributions irrevocably made by a Contractor on behalf of an employee to a financially responsible trustee, third person, fund, plan, or program

   2. Are legally enforceable

   3. Have been communicated in writing to the employee

   4. Are made available to the employee once all eligibility requirements are met

E. No credit shall be allowed for benefits required by federal, state, or local law such as but not limited to: worker’s compensation, unemployment compensation, and social security contributions.

F. A Contractor that is obligated to deposit fringe benefit contributions on behalf of its employees into a financially responsible trustee, third person, fund, plan, or program and failure to make timely contributions is guilty of a gross misdemeanor or other violations under federal law.

3.4 OVERTIME

A. A Contractor shall not permit or require a worker to work longer than the prevailing hours of labor unless the worker is paid for all hours more than the prevailing hours at a rate of at least one and a half (1 ½) times the hourly basic rate of pay. The prevailing hours of labor is defined as not more than 8 hours per day or more than 40 hours per week.

B. To calculate the worker’s minimum overtime hourly rate: (1) multiply the contract classification’s hourly basic rate by 1.5, (2) add the contract fringe rate, and (3) subtract the worker’s bona fide hourly fringe benefit costs incurred by the Contractor.

C. Contractors subject to the Federal Fair Labor Standards Act may be subject to additional overtime compensation requirements.

3.4 LABOR CLASSIFICATIONS

A. All Contractors must refer to the state wage determinations incorporated into the contract to obtain an applicable job classification.

END OF SECTION

"General Decision Number: MN20250081 06/13/2025

State: Minnesota

Construction Type: Building

County: Olmsted County in Minnesota.

BUILDING CONSTRUCTION PROJECTS (does not include single family homes or apartments up to and including 4 stories).

Please refer to Minnesota Rules 5200.1100, 5200.1101, and 5200.1102 for definitions of labor classifications on this wage determination, and direct any questions regarding such classifications to the Branch of Construction Wage Determinations.

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	Executive Order 14026 generally applies to the contract. The contractor must pay all covered workers at least $17.75 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2025.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	Executive Order 13658 generally applies to the contract. The contractor must pay all covered workers at least $13.30 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours performing on that

	contract in 2025.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at http://www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	02/07/2025
1	05/02/2025
2	06/13/2025

* SAMN2024-065 12/23/2024

	Rates	Fringes
ARTICULATED HAULER	$ 33.00	7.50
ASBESTOS ABATEMENT WORKER	$ 41.23	25.99
BOILERMAKER	$ 46.00	31.93
BOOM TRUCK	$ 46.51	26.90
BRICKLAYER	$ 47.31	27.44
CARPENTER	$ 40.70	26.95
CARPET LAYER (LINOLEUM)	$ 41.00	25.45
CEMENT MASON	$ 55.01	14.13
Drywall Taper	$ 36.10	25.04
ELECTRICIAN	$ 48.37	26.13
ELEVATOR CONSTRUCTORS	$ 62.52	45.36
FLAG PERSON	$ 29.30	21.17
GLAZIER	$ 48.98	26.75

HEATING AND FROST INSULATORS.....	$ 57.24	31.95
IRONWORKER.....	$ 44.85	35.72
LABORER: Common or General (GENERAL LABOR WORK).....	$ 34.50	24.15
LABORER: Landscape (GARDENER, SOD LAYER AND NURSERY OPERATOR).....	$ 26.89	19.31
LABORER: Skilled (ASSISTING SKILLED CRAFT JOURNEYMAN).....	$ 34.50	24.15
LANDSCAPING EQUIPMENT (INCLUDES HYDRO SEEDER OR MULCHER, SOD ROLLER, FARM TRACTOR WITH ATTACHMENT SPECIFICALLY SEEDING, SODDING, OR PLANT, AND TWO-FRAMED FORKLIFT (EXCLUDING FRONT, POSIT-TRACK, AND SKID STEER LOADERS), NO EARTHWORK OR GRADING FOR ELEVATIONS).....	$ 26.89	19.31
LATHER.....	$ 40.70	26.85
MILLWRIGHT.....	$ 41.66	35.40
OFF-ROAD TRUCK.....	$ 37.83	18.65
PAINTER (INCLUDING HAND BRUSHED, HAND SPRAYED, AND THE TAPING OF PAVEMENT MARKINGS).....	$ 36.33	24.83
PAVEMENT MARKING OR MARKING REMOVAL EQUIPMENT ((ONE OR TWO PERSON OPERATORS); SELF-PROPELLED TRUCK OR TRAILER MOUNTED UNITS.).....	$ 27.26	16.59
Piledriver (INCLUDING VIBRATORY DRIVER OR EXTRACTOR FOR PILING AND SHEETING OPERATIONS).....	$ 49.46	30.23
PIPEFITTER/STEAMFITTER.....	$ 48.06	30.33

PIPELAYER (WATER, SEWER AND
GAS).....$ 42.51 26.01

PLASTERER.....$ 40.50 8.31

PLUMBER.....$ 48.06 30.33

POWER EQUIPMENT OPERATOR:
(Commercial Group 1).....$ 51.03 26.90
HELICOPTER PILOT; TOWER CRANE 250 FEET AND OVER; TRUCK CRAWLER CRANE WITH 200 FEET OF BOOM AND OVER, INCLUDING JIB

POWER EQUIPMENT OPERATOR:
(Commercial Group 2).....$ 50.64 26.90
TOWER CRANE 200 FEET AND OVER; CONCRETE PUMP WITH 50 METERS/164 FEET OF BOOM AND OVER; PILE DRIVING WHEN THREE DRUMS IN USE; TRUCK OR CRAWLER CRANE WITH 150 FEET OF BOOM UP TO AND NOT INCLUDING 200 FEET, INCLUDING JIB

POWER EQUIPMENT OPERATOR:
(Commercial Group 3).....$ 49.05 26.90
ALL-TERRAIN VEHICLE CRANES; CONCRETE PUMP 32-49 METERS/102-164 FEET; DERRICK (GUY & STIFFLEG); SELF-ERECTING TOWER CRANE 100 FEET AND OVER MEASURED FROM BOOM FOOT PIN; STATIONARY TOWER CRANE UP TO 200 FEET; TRAVELING TOWER CRANE; TRUCK OR CRAWLER CRANE UP TO AND NOT INCLUDING 150 FEET OF BOOM, INCLUDING JIB

POWER EQUIPMENT OPERATOR:
(Commercial Group 4).....$ 48.68 26.90
CRAWLER BACKHOE INCLUDING ATTACHMENTS; FIREPERSON, CHIEF BOILER LICENSE; HOIST ENGINEER (THREE DRUMS OR MORE); LOCOMOTIVE; OVERHEAD CRANE (INSIDE BUILDING PERIMETER); TRACTOR . BOOM TYPE

POWER EQUIPMENT OPERATOR:
(Commercial Group 5).....$ 46.51 26.90
AIR COMPRESSOR 450 CFM OR OVER (TWO OR MORE MACHINES); CONCRETE MIXER; CONCRETE PUMP UP TO 31 METERS/101 FEET OF BOOM; DRILL RIGS, HEAVY ROTARY OR CHURN OR CABLE DRILL WHEN USED FOR CAISSON FOR ELEVATOR OR BUILDING CONSTRUCTION; FORKLIFT; FRONT END, SKID STEER 1 C YD AND OVER; HOIST ENGINEER (ONE OR TWO DRUMS); MECHANIC (ON POWER EQUIPMENT); POWER PLANT (100 KW AND OVER OR MULTIPLES EQUAL TO 100KW AND OVER); PUMP OPERATOR AND/OR CONVEYOR (TWO OR MORE MACHINES); SELF-ERECTING TOWER CRANE UNDER 100 FEET MEASURED FROM BOOM FOOT PIN; STRADDLE CARRIER; TRACTOR OVER D2; WELL POINT PUMP

POWER EQUIPMENT OPERATOR:
(Commercial Group 6).....$ 44.82 26.90
CONCRETE BATCH PLANT; FIREPERSON, FIRST CLASS BOILER LICENSE;

FRONT END, SKID STEER UP TO 1 C YD; GUNITE MACHINE; TRACTOR OPERATOR D2 OR SIMILAR SIZE; TRENCHING MACHINE (SEWER, WATER, GAS) EXCLUDES WALK BEHIND TRENCHER

POWER EQUIPMENT OPERATOR:
(Commercial Group 7).....$ 43.55 26.90
AIR COMPRESSOR 600 CFM OR OVER; BRAKEPERSON; CONCRETE PUMP/PUMPCRETE OR COMPLACO TYPE; FIREPERSON, TEMPORARY HEAT SECOND CLASS BOILER LICENSE; OILER (POWER SHOVEL, CRANE, TRUCK CRANE, DRAGLINE, CRUSHERS AND MILLING MACHINES, OR OTHER SIMILAR POWER EQUIPMENT); PICK UP SWEEPER (ONE CUBIC YARD HOPPER CAPACITY); PUMP AND/OR CONVEYOR

POWER EQUIPMENT OPERATOR:
(Commercial Group 8).....$ 41.28 26.90
ELEVATOR OPERATOR; GREASER; MECHANICAL SPACE HEATER (TEMPORARY HEAT NO BOILER LICENSE REQUIRED)

POWER EQUIPMENT OPERATOR:
(Highway/Heavy Group 2).....$ 34.00 7.50
GRADER OR MOTOR PATROL; TUGBOAT 100 H.P. AND OVER WHEN LICENSE REQUIRED

POWER EQUIPMENT OPERATOR:
(Highway/Heavy Group 3).....$ 45.01 26.40
ASPHALT BITUMINOUS STABILIZER PLANT; CABLEWAY; DERRICK (GUY OR STIFFLEG)(POWER)(SKIDS OR STATIONARY); DREDGE OR ENGINEERS, DREDGE (POWER) AND ENGINEER; LOCOMOTIVE CRANE OPERATOR; TANDEM SCRAPER; TUGBOAT 100 H.P AND OVER

POWER EQUIPMENT OPERATOR:
(Highway/Heavy Group 4).....$ 44.67 26.90
AIR TRACK ROCK DRILL; AUTOMATIC ROAD MACHINE (CMI OR SIMILAR); BACKFILLER OPERATOR; BITUMINOUS ROLLERS, RUBBER TIRED OR STEEL DRUMMED (EIGHT TONS AND OVER); BITUMINOUS SPREADER AND FINISHING MACHINES (POWER), INCLUDING PAVERS, MACRO SURFACING AND MICRO SURFACING, OR SIMILAR TYPES (OPERATOR AND SCREED PERSON); BROKK OR R.T.C. REMOTE CONTROL OR SIMILAR TYPE WITH ALL ATTACHMENTS; CAT CHALLENGER TRACTORS OR SIMILAR TYPES PULLING ROCK WAGONS, BULLDOZERS AND SCRAPERS; CHIP HARVESTER AND TREE CUTTER; CONCRETE DISTRIBUTOR AND SPREADER FINISHING MACHINE, LONGITUDINAL FLOAT, JOINT MACHINE, AND SPRAY MACHINE; CONCRETE MOBIL; CRUSHING PLANT (GRAVEL AND STONE) OR GRAVEL WASHING, CRUSHING AND SCREENING PLANT; CURB MACHINE; DIRECTIONAL BORING MACHINE; DOPE MACHINE (PIPELINE); DUAL TRACTOR; ELEVATING GRADER; GPS REMOTE OPERATING OF EQUIPMENT; HYDRAULIC TREE PLANTER; LAUNCHER PERSON (TANKER PERSON OR PILOT LICENSE); LOCOMOTIVE; MILLING, GRINDING, PLANNING, FINE GRADE, OR TRIMMER MACHINE; PAVEMENT BREAKER OR TAMPING MACHINE (POWER DRIVEN) MIGHTY MITE OR SIMILAR TYPE; PIPELINE WRAPPING,

CLEANING OR BENDING MACHINE; POWER ACTUATED HORIZONTAL BORING MACHINE, OVER SIX INCHES; PUGMILL; RUBBER-TIRED FARM TRACTOR WITH BACKHOE INCLUDING ATTACHMENTS; SCRAPER; SELF-PROPELLED SOIL STABILIZER; SLIP FORM (POWER DRIVEN) (PAVING); TIE TAMPER AND BALLAST MACHINE; TRACTOR, WHEEL TYPE, OVER 50 H.P. WITH PTO UNRELATED TO LANDSCAPING; TUB GRINDER, MORBARK, OR SIMILAR TYPE

POWER EQUIPMENT OPERATOR:
(Highway/Heavy Group 5).....$ 29.51 19.70
BITUMINOUS ROLLER (UNDER EIGHT TONS); CONCRETE SAW (MULTIPLE BLADE) (POWER OPERATED); FORM TRENCH DIGGER (POWER); HYDRAULIC LOG SPLITTER; LOADER (BARBER GREENE OR SIMILAR TYPE); POST HOLE DRIVING MACHINE/POST HOLE AUGER; POWER ACTUATED JACK; SELF-PROPELLED CHIP SPREADER (FLAHERTY OR SIMILAR); SHEEP FOOT COMPACTOR WITH BLADE . 200 H.P. AND OVER; SHOULDERING MACHINE (POWER) APSCO OR SIMILAR TYPE INCLUDING SELF-PROPELLED SAND AND CHIP SPREADER; STUMP CHIPPER AND TREE CHIPPER; TREE FARMER (MACHINE)

POWER EQUIPMENT OPERATOR:
(Highway/Heavy Group 6).....$ 28.00 19.70
CAT, CHALLENGER, OR SIMILAR TYPE OF TRACTORS, WHEN PULLING DISK OR ROLLER; DREDGE DECK HAND; GRAVEL SCREENING PLANT (PORTABLE NOT CRUSHING OR WASHING); LEVER PERSON; POWER SWEEPER; SHEEP FOOT ROLLER AND ROLLERS ON GRAVEL COMPACTION, INCLUDING VIBRATING ROLLERS; TRACTOR, WHEEL TYPE, OVER 50 H.P., UNRELATED TO LANDSCAPING

ROOFER.....$ 35.55 18.77

SHEET METAL WORKER.....$ 44.48 29.77

SIGN ERECTOR.....$ 37.19 19.88

SPRINKLER FITTER.....$ 43.53 26.67

Survey Field Technician
(OPERATE TOTAL STATION, GPS
RECEIVER, LEVEL, ROD OR RANGE
POLES, STEEL TAPE
MEASUREMENT; MARK AND DRIVE
STAKES; HAND OR POWER DIGGING
FOR AND IDENTIFICATION OF
MARKERS OR MONUMENTS; PERFORM
AND CHECK CALCULATIONS;
REVIEW AND UNDERSTAND
CONSTRUCTION PLANS AND LAND
SURVEY MATERIALS).....$ 24.62 17.67

TERRAZZO WORKER.....$ 37.54 23.94

TILE FINISHER.....$ 30.76 6.02

TILE SETTER.....$ 45.25 0.91

TRAFFIC CONTROL PERSON
(TEMPORARY SIGNAGE).....$ 32.75 22.82

TRUCK DRIVER (Group 1).....$ 53.21 1.60
MECHANIC; TRACTOR TRAILER DRIVER; TRUCK DRIVER (HAULING MACHINERY INCLUDING OPERATION OF HAND AND POWER OPERATED WINCHES)

TRUCK DRIVER (Group 2).....$ 42.99 0.01
FOUR OR MORE AXLE UNIT, STRAIGHT BODY TRUCK

TRUCK DRIVER (Group 3).....$ 16.85 ** 6.80
BITUMINOUS DISTRIBUTOR DRIVER; BITUMINOUS DISTRIBUTOR (ONE PERSON OPERATION); THREE AXLE UNITS

TRUCK DRIVER (Group 4).....$ 25.71 8.71
BITUMINOUS DISTRIBUTOR SPRAY OPERATOR (REAR AND OILER); DUMP PERSON; GREASER; PILOT CAR DRIVER; RUBBER-TIRED, SELF-PROPELLED PACKER UNDER 8 TONS; TWO AXLE UNIT; SLURRY OPERATOR; TANK TRUCK HELPER (GAS, OIL, ROAD OIL, AND WATER); TRACTOR OPERATOR, UNDER 50 H.P.

UNDERGROUND AND OPEN DITCH
LABORER (EIGHT FEET BELOW
STARTING GRADE LEVEL).....$ 32.01 21.84

WIRING SYSTEM TECHNICIAN.....$ 47.73 22.24

WIRING SYSTEMS INSTALLER.....$ 33.44 17.82

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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** Workers in this classification may be entitled to a higher minimum wage under Executive Order 14026 ($17.75) or 13658 ($13.30). Please see the Note at the top of the wage determination for more information. Please also note that the minimum wage requirements of Executive Order 14026 are not currently being enforced as to any contract or subcontract to which the states of Texas, Louisiana, or Mississippi, including their agencies, are a party.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classifications and wage rates that have been found to be prevailing for the type(s) of construction and geographic area covered by the wage determination. The classifications are listed in alphabetical order under rate identifiers indicating whether the particular rate is a union rate (current union negotiated rate), a survey rate, a weighted union average rate, a state adopted rate, or a supplemental classification rate.

Union Rate Identifiers

A four-letter identifier beginning with characters other than ""SU"", ""UAVG"", ?SA?, or ?SC? denotes that a union rate was prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2024. PLUM is an identifier of the union whose collectively bargained rate prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. The date, 07/01/2024 in the example, is the effective date of the most current negotiated

rate.

Union prevailing wage rates are updated to reflect all changes over time that are reported to WHD in the rates in the collective bargaining agreement (CBA) governing the classification.

Union Average Rate Identifiers

The UAVG identifier indicates that no single rate prevailed for those classifications, but that 100% of the data reported for the classifications reflected union rates. EXAMPLE: UAVG-OH-0010 01/01/2024. UAVG indicates that the rate is a weighted union average rate. OH indicates the State of Ohio. The next number, 0010 in the example, is an internal number used in producing the wage determination. The date, 01/01/2024 in the example, indicates the date the wage determination was updated to reflect the most current union average rate.

A UAVG rate will be updated once a year, usually in January, to reflect a weighted average of the current rates in the collective bargaining agreements on which the rate is based.

Survey Rate Identifiers

The ""SU"" identifier indicates that either a single non-union rate prevailed (as defined in 29 CFR 1.2) for this classification in the survey or that the rate was derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As a weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SUFL2022-007 6/27/2024. SU indicates the rate is a single non-union prevailing rate or a weighted average of survey data for that classification. FL indicates the State of Florida. 2022 is the year of the survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 6/27/2024 in the example, indicates the survey completion date for the classifications and rates under that identifier.

?SU? wage rates typically remain in effect until a new survey is conducted. However, the Wage and Hour Division (WHD) has the discretion to update such rates under 29 CFR 1.6(c)(1).

State Adopted Rate Identifiers

The ""SA"" identifier indicates that the classifications and prevailing wage rates set by a state (or local) government were adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007

01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. The date, 01/03/2024 in the example, reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1) Has there been an initial decision in the matter? This can be:

a) a survey underlying a wage determination
b) an existing published wage determination
c) an initial WHD letter setting forth a position on a wage determination matter
d) an initial conformance (additional classification and rate) determination

On survey related matters, initial contact, including requests for summaries of surveys, should be directed to the WHD Branch of Wage Surveys. Requests can be submitted via email to davisbaconinfo@dol.gov or by mail to:

Branch of Wage Surveys
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

Regarding any other wage determination matter such as conformance decisions, requests for initial decisions should be directed to the WHD Branch of Construction Wage Determinations. Requests can be submitted via email to BCWD-Office@dol.gov or by mail to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2) If an initial decision has been issued, then any interested party (those affected by the action) that disagrees with the decision can request review and reconsideration from the Wage

and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Requests for review and reconsideration can be submitted via email to dba.reconsideration@dol.gov or by mail to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210.

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END OF GENERAL DECISION"

FORM **CD-512**
(REV 12-04)

U.S. DEPARTMENT OF COMMERCE

CERTIFICATION REGARDING LOBBYING
LOWER TIER COVERED TRANSACTIONS

Applicants should review the instructions for certification included in the regulations before completing this form. Signature on this form provides for compliance with certification requirements under 15 CFR Part 28, "New Restrictions on Lobbying."

LOBBYING

As required by Section 1352, Title 31 of the U.S. Code, and implemented at 15 CFR Part 28, for persons entering into a grant, cooperative agreement or contract over $100,000 or a loan or loan guarantee over $150,000 as defined at 15 CFR Part 28, Sections 28.105 and 28.110, the applicant certifies that to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure occurring on or before October 23, 1996, and of not less than $11,000 and not more than $110,000 for each such failure occurring after October 23, 1996.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

In any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, ''Disclosure Form to Report Lobbying,'' in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure occurring on or before October 23, 1996, and of not less than $11,000 and not more than $110,000 for each such failure occurring after October 23, 1996.

As the duly authorized representative of the applicant, I hereby certify that the applicant will comply with the above applicable certification.

NAME OF APPLICANT	AWARD NUMBER AND/OR PROJECT NAME
PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
SIGNATURE	DATE

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NOTICE OF REQUIREMENTS FOR AFFIRMATIVE ACTION TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY (EXECUTIVE ORDER 11246 AND 41 CFR PART 60-4)

The following Notice shall be included in, and shall be a part of all solicitations for offers and bids on all Federal and federally assisted construction contracts or subcontracts in excess of $10,000.

The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

Timetables	Goals for minority participation for each trade	Goals for female participation for each trade
	1.4 %	6.9%

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non federally involved construction.
The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order, and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.
As used in this Notice, and in the contract resulting from this solicitation, the "covered area" is:

State of Minnesota

County of Olmsted

City of Rochester

OMB Number: 0610-0096
Expiration Date: 01/31/2025

U. S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

EDA CONTRACTING PROVISIONS
FOR CONSTRUCTION PROJECTS

These EDA Contracting Provisions for Construction Projects (EDA Contracting Provisions) are intended for use by recipients receiving federal assistance from the U. S. Department of Commerce - Economic Development Administration (EDA). They contain provisions specific to EDA and other federal provisions not normally found in non-federal contract documents. The requirements contained herein must be incorporated into all construction contracts and subcontracts funded wholly or in part with federal assistance from EDA.

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1. DEFINITIONS

Agreement – The written instrument that is evidence of the agreement between the Owner and the Contractor overseeing the Work.

Architect/Engineer - The person or other entity engaged by the Recipient to perform architectural, engineering, design, and other services related to the work as provided for in the contract.

Contract – The entire and integrated written agreement between the Owner and the Contractor concerning the Work. The Contract supersedes prior negotiations, representations, or agreements, whether written or oral.

Contract Documents – Those items so designated in the Agreement. Only printed or hard copies of the items listed in the Agreement are Contract Documents.

Contractor – The individual or entity with whom the Owner has entered into the Agreement.

Drawings or Plans – That part of the Contract Documents prepared or approved by the Architect/Engineer that graphically shows the scope, extent, and character of the Work to be performed by the Contractor.

EDA - The United States of America acting through the Economic Development Administration of the U.S. Department of Commerce or any other person designated to act on its behalf. EDA has agreed to provide financial assistance to the Owner, which includes assistance in financing the Work to be performed under this Contract. Notwithstanding EDA's role, nothing in this Contract shall be construed to create any contractual relationship between the Contractor and EDA.

Owner – The individual or entity with whom the Contractor has entered into the Agreement and for whom the Work is to be performed.

Project – The total construction of which the Work to be performed under the Contract Documents may be the whole, or a part.

Recipient – A non-Federal entity receiving a Federal financial assistance award directly from EDA to carry out an activity under an EDA program, including any EDA-approved successor to the entity.

Specifications – That part of the Contract Documents consisting of written requirements for materials, equipment, systems, standards, and workmanship as applied to the Work, and certain administrative requirements and procedural matters applicable thereto.

Subcontractor – An individual or entity having direct contract with the Contractor or with any other Subcontractor for the performance of a part of the Work at the Site.

Work – The entire construction or the various separately identifiable parts thereof required to be provided under the Contract Documents. Work includes and is the result of performing or providing all labor, services, and documentation necessary to produce such construction and furnishing, installing, and incorporating all materials and equipment into such construction, all as required by the Contract Documents.

2. APPLICABILITY

The Project to which the construction work covered by this Contract pertains is being assisted by the United States of America through federal assistance provided by the U.S. Department of Commerce - Economic Development Administration (EDA). Neither EDA, nor any of its departments, entities, or employees is a party to this Contract. The following EDA Contracting Provisions are included in this Contract and all subcontracts or related instruments pursuant to the provisions applicable to such federal assistance from EDA.

3. FEDERALLY REQUIRED CONTRACT PROVISIONS

(a) All contracts in excess of the simplified acquisition threshold - currently fixed at $150,000 (*see* 41 U.S.C. §§ 134 and 1908) must address administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as may be appropriate.

(b) All contracts in excess of $10,000 must address termination for cause and for convenience by the Recipient including the manner by which it will be effected and the basis for settlement.

(c) All construction contracts awarded in excess of $10,000 by recipients of federal assistance and their contractors or subcontractors shall contain a provision requiring compliance with Executive Order 11246 of September 24, 1965, *Equal Employment Opportunity*, as amended by Executive Order 11375 of October 13, 1967, and Department of Labor implementing regulations at 41 C.F.R. part 60.

(d) All prime construction contracts in excess of $2,000 awarded by Recipients must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. §§ 3141-3148) as supplemented by Department of Labor regulations at 29 C.F.R. part 5. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (18 U.S.C. § 874 and 40 U.S.C. § 3145) as supplemented by Department of Labor regulations at 29 C.F.R. part 3.

(e) All contracts awarded by the Recipient in excess of $100,000 that involve the employment of mechanics or laborers must include a provision for compliance with 40 U.S.C. §§ 3702 and 3704 (the Contract Work Hours and Safety Standards Act) as supplemented by Department of Labor regulations at 29 C.F.R. part 5.

(f) All contracts must include EDA requirements and regulations that involve a requirement on the contractor or sub-contractor to report information to EDA, the Recipient or any other federal agency.

(g) All contracts must include EDA requirements and regulations pertaining to patent rights with respect to any discovery or invention which arises or is developed in the course of or under such contract.

(h) All contracts must include EDA requirements and regulations pertaining to copyrights and rights in data.

(i) All contracts and subgrants in excess of $150,000 must contain a provision that requires compliance with all applicable standards, orders, or requirements issued under the Clean Air Act (42 U.S.C. § 7401 *et seq.*) and the Federal Water Pollution Control Act (Clean Water Act) (33 U.S.C. § 1251 *et seq.*), and Executive Order 11738, *Providing for Administration of the Clean Air Act and the Federal Water Pollution Control Act With Respect to Federal Contracts, Grants, or Loans*.

(j) Contracts must contain mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C.§ 6201).

(k) Contracts must contain a provision ensuring that contracts are not to be made to parties on the government wide Excluded Parties List System in the System for Award Management (SAM), in accordance with the OMB guidelines at 2 C.F.R. part 180.

(l) Contracts must contain a provision ensure compliance with the Byrd Anti-Lobbying Amendment (31 U.S.C. § 1352) under which contractors that apply or bid for an award of $100,000 or more must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. § 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

(m) If the Recipient is a state agency or agency of a political subdivision of a state, any contract awarded must contain a provision ensuring compliance with section 6002 of the Solid Waste Disposal Act (42 U.S.C. § 6962), as amended by the Resource Conservation and Recovery Act related to the procurement of recovered materials.

4. REQUIRED PROVISIONS DEEMED INSERTED

Each and every provision of law and clause required by law to be inserted in this contract shall be deemed to be inserted herein and the contract shall be read and enforced as though it were included herein, and if through mistake or otherwise any such provision is not inserted, or is not correctly inserted, then upon the application of either party the contract shall forthwith be physically amended to make such insertion of correction.

5. INSPECTION BY EDA REPRESENTATIVES

The authorized representatives and agents of EDA shall be permitted to inspect all work, materials, payrolls, personnel records, invoices of materials, and other relevant data and records.

6. EXAMINATION AND RETENTION OF CONTRACTOR'S RECORDS

(a) The Owner, EDA, or the Comptroller General of the United States, or any of their duly authorized representatives shall, generally until three years after final payment under this contract, have access to and the right to examine any of the Contractor's directly pertinent books, documents, papers, or other records involving transactions related to this contract for the purpose of making audit, examination, excerpts, and transcriptions.

(b) The Contractor agrees to include in first-tier subcontracts under this contract a clause substantially the same as paragraph (a) above. "Subcontract," as used in this clause, excludes purchase orders that do not exceed $10,000.

(c) The periods of access and examination in paragraphs (a) and (b) above for records relating to (1) appeals under the disputes clause of this contract, (2) litigation or settlement of claims arising from the performance of this contract, or (3) costs and expenses of this contract to which the Owner, EDA, or Comptroller General or any of their duly authorized representatives has taken exception shall continue until disposition of such appeals, litigation, claims, or exceptions.

7. CONSTRUCTION SCHEDULE AND PERIODIC ESTIMATES

Immediately after execution and delivery of the contract, and before the first partial payment is made, the Contractor shall deliver to the Owner an estimated construction progress schedule in a form satisfactory to the Owner, showing the proposed dates of commencement and completion of each of the various subdivisions of work required under the Contract Documents and the anticipated amount of each monthly payment that will become due to the Contractor in accordance with the progress schedule. The Contractor also shall furnish the Owner (a) a detailed estimate giving a complete breakdown of the contract price and (b) periodic itemized estimates of work done for the purpose of making partial payments thereon. The costs employed in making up any of these schedules will be used only to determine the basis of partial payments and will not be considered as fixing a basis for additions to or deductions from the contract price.

7a. Estimated Time of Completion - Beginning after Sign Permit is approved. Includes material procurement. 90 working days, not including holidays.

8. CONTRACTOR'S TITLE TO MATERIAL

No materials, supplies, or equipment for the work shall be purchased by the Contractor or by any subcontractor that is subject to any chattel mortgage or under a conditional sale contract or other agreement by which an interest is retained by the seller. The Contractor warrants and guarantees that he/she has good title to all work, materials, and equipment used by him/her in the Work, free and clear of all liens, claims, or encumbrances.

9. INSPECTION AND TESTING OF MATERIALS

All materials and equipment used in the completion of the Work shall be subject to adequate inspection and testing in accordance with accepted standards. The laboratory or inspection agency shall be selected by the Owner. Materials of construction, particularly those upon which the strength and durability of any structure may depend, shall be subject to inspection and testing to establish conformance with specifications and suitability for intended uses.

10. "OR EQUAL" CLAUSE

Whenever a material, article, or piece of equipment is identified in the Contract Documents by reference to manufacturers' or vendors' names, trade names, catalogue numbers, etc., it is intended merely to establish a standard. Any material, article, or equipment of other manufacturers and vendors that will perform adequately the duties imposed by the general design will be considered equally acceptable provided the material, article, or equipment so proposed is, in the opinion of the Architect/Engineer, of equal substance and function. However, such substitution material, article, or equipment shall not be purchased or installed by the Contractor without the Architect/Engineer's written approval.

11. PATENT FEES AND ROYALTIES

(a) Contractor shall pay all license fees and royalties and assume all costs incident to the use in the performance of the Work or the incorporation in the Work of any invention, design, process, product, or device that is the subject of patent rights or copyrights held by others. If a particular invention, design, process, product, or device is specified in the Contract Documents for use in the performance of the Work and if, to the actual knowledge of Owner or Architect/Engineer, its use is subject to patent rights or copyrights calling for the payment of any license fee or royalty to others, the existence of such rights shall be disclosed by the Owner in the Contract Documents.

(b) To the fullest extent permitted by Laws and Regulations, the Contractor shall indemnify and hold harmless the Owner and the Architect/Engineer, and the officers, directors, partners, employees, agents, consultants, and subcontractors of each and any of them from and against all claims, costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals and all court or arbitration or other dispute resolution costs) arising out of or relating to any infringement of patent rights or copyrights incident to the use in the performance of the Work or resulting from the incorporation in the Work of any invention, design, process, product, or device not specified in the Contract Documents.

12. CLAIMS FOR EXTRA COSTS

No claims for extra work or cost shall be allowed unless the same was done in pursuance of a written order from the Architect/Engineer approved by the Owner.

13. CONTRACTORS AND SUBCONTRACTORS INSURANCE

(a) The Contractor shall not commence work under this Contract until the Contractor has obtained all insurance reasonably required by the Owner, nor shall the Contractor allow any subcontractor to commence work on his/her subcontract until the insurance required of the subcontractor has been so obtained and approved.

(b) Types of insurance normally required are:

(1) Workers' Compensation
   (a) The contractor shall obtain and maintain workers' compensation insurance policy with limits of at least $500,000 per incident or injury to cover claims for injury or disease resulting or arising from the actions of the contractor, its officers, employees, or agents during the contract. Insurance coverage will met statutory requirements for Minnesota.
(2) Contractor's Public Liability and Property Damage
(3) Contractor's Vehicle Liability
(4) Subcontractors' Public Liability, Property Damage and Vehicle Liability
(5) Builder's Risk (Fire and Extended Coverage)

(c) **Scope of Insurance and Special Hazards:** The insurance obtained, which is described above, shall provide adequate protection for the Contractor and his/her subcontractors, respectively, against damage claims that may arise from operations under this contract, whether such operations be by the insured or by anyone directly or indirectly employed by him/her and also against any of the special hazards that may be encountered in the performance of this Contract.

(d) **Proof of Carriage of Insurance:** The Contractor shall furnish the Owner with certificates showing the type, amount, class of operations covered, effective dates, and dates of expiration of applicable insurance policies.

14. CONTRACT SECURITY BONDS

(a) For Contracts over $150,000, the Contractor shall furnish a performance bond in an amount at least equal to one hundred percent (100%) of the Contract price as security for the faithful performance of this Contract and also a bid bond in an amount equal to one hundred percent (5%) of the Contract price or in a penal sum not less than that prescribed by State, Territorial, or local law, as security for the payment of all persons performing labor on the Work under this Contract and furnishing materials in connection with this Contract. The performance bond and the bid bond may be in one or in separate instruments in accordance with local law. Before final acceptance, each bond must be approved by EDA. If the amount of this Contract does not exceed $150,000, the Owner shall specify the amount of the payment and performance bonds.

(b) All bonds shall be in the form prescribed by the Contract Documents except as otherwise provided in applicable laws or regulations, and shall be executed by such sureties as are named in the current list of *Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies* as published in Treasury Circular 570 (http://www.fiscal.treasury.gov/surety-bonds/list-certified-companies.html) by the Financial Management Service, Surety Bond Branch, U.S. Department of the Treasury. All bonds signed by an agent must be accompanied by a certified copy of the agent's

authority to act. Surety companies executing the bonds must also be authorized to transact business in the state where the Work is located.

15. **LABOR STANDARDS - DAVIS-BACON AND RELATED ACTS**
(as required by section 602 of PWEDA)

(a) **Minimum Wages**

(1) All laborers and mechanics employed or working upon the site of the Work in the construction or development of the Project will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act at 29 C.F.R. part 3, the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at the time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor, which is attached hereto and made a part hereof, regardless of any contractual relationship that may be alleged to exist between the Contractor and such laborers and mechanics. Contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of 29 C.F.R. § 5.5(a)(1)(iv); also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 C.F.R. § 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates determined under 29 C.F.R. § 5.5(a)(1)(ii) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

(2) (i) Any class of laborers or mechanics to be employed under the Contract, but not listed in the wage determination, shall be classified in conformance with the wage determination. EDA shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(A) The work to be performed by the classification requested is not performed by a classification in the wage determination;

(B) The classification is utilized in the area by the construction industry; and

(C) The proposed wage rate, including any bona fide fringe benefits, bears a

reasonable relationship to the wage rates contained in the wage determination.

(ii) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and EDA or its designee agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by EDA or its designee to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, D.C. 20210.

(iii) In the event the Contractor, the laborers or mechanics to be employed in the classification or their representatives, and EDA or its designee do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), EDA or its designee shall refer the questions, including the views of all interested parties and the recommendation of EDA or its designee, to the Administrator for determination.

(iv) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs (a)(2)(ii) or (iii) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(3) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the Contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(4) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided, that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

(b) **Withholding**

EDA or its designee shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the Contractor under this Contract or any other federal contract with the same prime Contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees and helpers, employed by the Contractor or any subcontractor the full amount of wages required by the Contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee or helper employed or working on the site of the Work in the construction or development of the Project, all or part of the wages required by the Contract, EDA or its designee may, after written notice to the Contractor, sponsor, applicant, or owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations

have ceased. EDA or its designee may, after written notice to the Contractor, disburse such amounts withheld for and on account of the Contractor or subcontractor to the respective employees to whom they are due. The Comptroller General shall make such disbursements in the case of direct Davis-Bacon Act contracts.

(c) **Payrolls and basic records**

(1) Payrolls and basic records relating thereto shall be maintained by the Contractor during the course of the Work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the Work in the construction or development of the Project. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 C.F.R. § 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Contractor shall maintain records which show that the commitment to provide such benefits is enforceable, the plan or program is financially responsible, and the plan or program has been communicated in writing to the laborers or mechanics affected, and provide records that show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(2) (i) For each week in which Contract work is performed, the Contractor shall submit a copy of all payrolls to the Owner for transmission to EDA or its designee. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 C.F.R. part 5.5(a)(3)(i). This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose. It may be purchased from the Superintendent of Documents (Federal Stock Number 029-005-00014-1), U.S. Government Printing Office, Washington, D.C. 20402; or downloaded from the U.S. Department of Labor's website at https://www.dol.gov/whd/forms/wh347.pdf. The prime Contractor is responsible for the submission of copies of payrolls by all subcontractors

(ii) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the Contract and shall certify the following:

(A) That the payroll for the payroll period contains the information required to be maintained under 29 C.F.R. § 5.5(a)(3)(i) and that such information is correct and complete;

(B) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the Contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 C.F.R. part 3; and

(C) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the Contract.

(iii) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 15(c)(2)(ii) of this section.

(iv) The falsification of any of the above certifications may subject the Contractor or subcontractor to civil or criminal prosecution under section 1001 of Title 18 and section 3729 of Title 31 of the U.S. Code.

(3) The Contractor or subcontractor shall make the records required under paragraph 15(c)(1) of this section available for inspection, copying, or transcription by authorized representatives of EDA or its designee or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the Contractor or subcontractor fails to submit the required records or to make them available, EDA or its designee may, after written notice to the Contractor or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 C.F.R. § 5.12.

(d) **Apprentices and Trainees**.

(1) **Apprentices**. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Bureau of Apprenticeship and Training (Bureau), or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the Contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any

apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a Contractor is performing construction on a Project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Bureau of Apprenticeship and Training, or a State Apprenticeship Agency recognized by the Bureau, withdraws approval of an apprenticeship program, the Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) **Trainees**. Except as provided in 29 C.F.R. § 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program that has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman's hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the Contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(3) **Equal employment opportunity**. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity

requirements of Executive Order 11246, *Equal Employment Opportunity*, as amended, and 29 C.F.R. part 30.

(e) **Compliance with Copeland Anti-Kickback Act Requirements**. The Contractor shall comply with the Copeland Anti-Kickback Act (18 U.S.C. § 874 and 40 U.S.C. § 3145) as supplemented by Department of Labor regulations (29 C.F.R. part 3, "Contractors and Subcontractors on Public Buildings or Public Works Financed in Whole or in Part by Loans or Grants of the United States"). The Act provides that the Contractor and any subcontractors shall be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which they are otherwise entitled. The Owner shall report all suspected or reported violations to EDA.

(f) **Subcontracts**. The Contractor and any subcontractors will insert in any subcontracts the clauses contained in 29 C.F.R. §§ 5.5(a)(1) through (10) and such other clauses as EDA or its designee may require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime Contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 C.F.R. § 5.5.

(g) **Contract termination; debarment**. The breach of the contract clauses in 29 C.F.R. § 5.5 may be grounds for termination of the contract, and for debarment as a Contractor and a subcontractor as provided in 29 C.F.R. § 5.12.

(h) **Compliance with Davis-Bacon and Related Act Requirements**. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 C.F.R. parts 1, 3, and 5 are herein incorporated by reference in this contract.

(i) **Disputes concerning labor standards**. Disputes arising out of the labor standards provisions of this Contract shall not be subject to the general disputes clause of this Contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 C.F.R. parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and EDA or its designee, the U.S. Department of Labor, or the employees or their representatives.

(j) **Certification of Eligibility**.

(1)By entering into this Contract, the Contractor certifies that neither it nor any person or firm that has an interest in the Contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 C.F.R. § 5.12(a)(1).

(2) No part of this Contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 C.F.R. § 5.12(a)(1).

(3) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. § 1001.

16. LABOR STANDARDS - CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

As used in this paragraph, the terms "laborers" and "mechanics" include watchmen and guards.

(a) **Overtime requirements**. No Contractor or subcontractor contracting for any part of the Contract work, which may require or involve the employment of laborers or mechanics, shall require or permit any such laborer or mechanic in any workweek in which that person is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

(b) **Violation; liability for unpaid wages, liquidated damages**. In the event of any violation of the clause set forth in paragraph (a) of this section, the Contractor and any subcontractor responsible therefore shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (a) of this section, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (a) of this section.

(c) **Withholding for unpaid wages and liquidated damages**. EDA or its designee shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the Contractor or subcontractor under any such Contract or any other federal contract with the same prime Contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime Contractor such sums as may be determined to be necessary to satisfy any liabilities of such Contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (b) of this section.

(d) **Subcontracts**. The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (a) through (c) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime Contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (a) through (c) of this section.

17. EQUAL EMPLOYMENT OPPORTUNITY

(a) The Recipient hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the regulations of the Secretary of Labor at 41 C.F.R. chapter 60, which is paid for in whole or in part with funds obtained from EDA, the following equal opportunity clause:

During the performance of this contract, the Contractor agrees as follows:

(1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training including apprenticeship. The Contractor agrees to post in conspicuous places available to employees and applicants for employment notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

(3) The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.

(4) The Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers representatives of the Contractor's commitments hereunder, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(5) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965 and of the rules, regulations, and relevant orders of the Secretary of Labor.

(6) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and accounts by EDA and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(7) In the event of the Contractor's noncompliance with the nondiscrimination clauses of

this Contract or with any of the said rules, regulations, or orders, this Contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally-assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(8) The Contractor will include the portion of the sentence immediately preceding paragraph 17(a)(1) and the provisions of paragraphs 17(a)(1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as EDA or the Secretary of Labor may direct as a means of enforcing such provisions, including sanctions for noncompliance. Provided, however, that in the event the Contractor becomes involved in or is threatened with litigation with a subcontractor or vendor as a result of such direction by EDA or the Secretary of Labor, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

(9) The Recipient further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally-assisted construction work. Provided, however, that if the Recipient so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality, or subdivision of such government that does not participate in work on or under the Contract.

(10)The Recipient agrees that it will assist and cooperate actively with EDA and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish EDA and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist EDA in the discharge of the EDA's primary responsibility for securing compliance.

(11) The Recipient further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a Contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by EDA or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order. In addition, the Recipient agrees that if it fails or refuses to comply with these undertakings, EDA may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this EDA financial assistance; refrain from extending any further assistance to the applicant under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from such applicant; and refer the case

to the Department of Justice for appropriate legal proceedings.

(b) Exemptions to Above Equal Opportunity Clause (41 C.F.R. chapter 60):

(1) Contracts and subcontracts not exceeding $10,000 (other than Government bills of lading, and other than contracts and subcontracts with depositories of Federal funds in any amount and with financial institutions which are issuing and paying agents for U.S. savings bonds and savings notes) are exempt. The amount of the Contract, rather than the amount of the federal financial assistance, shall govern in determining the applicability of this exemption.

(2) Except in the case of subcontractors for the performance of construction work at the site of construction, the clause shall not be required to be inserted in subcontracts below the second tier.

(3) Contracts and subcontracts not exceeding $10,000 for standard commercial supplies or raw materials are exempt.

18. **CONTRACTING WITH SMALL, MINORITY AND WOMEN'S BUSINESSES**

(a) If the Contractor intends to let any subcontracts for a portion of the work, the Contractor shall take affirmative steps to assure that small, minority and women's businesses are used when possible as sources of supplies, equipment, construction, and services.

(b) Affirmative steps shall consist of:

(1) Placing qualified small and minority businesses and women's business enterprises on solicitation lists;

(2) Ensuring that small and minority businesses and women's business enterprises are solicited whenever they are potential sources;

(3) Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses and women's business enterprises;

(4) Establishing delivery schedules, where the requirements of the contract permit, which encourage participation by small and minority businesses and women's business enterprises;

(5) Using the services and assistance of the U.S. Small Business Administration, the Minority Business Development Agency of the U.S. Department of Commerce, and State and local governmental small business agencies;

(6) Requiring each party to a subcontract to take the affirmative steps of this section; and

(7) The Contractor is encouraged to procure goods and services from labor surplus area firms.

19. **HEALTH, SAFETY, AND ACCIDENT PREVENTION**

(a) In performing this contract, the Contractor shall:

(1) Ensure that no laborer or mechanic shall be required to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to their health and/or safety as determined under construction safety and health standards promulgated by the Secretary of Labor by regulation;

(2) Protect the lives, health, and safety of other persons;

(3) Prevent damage to property, materials, supplies, and equipment; and

(4) Avoid work interruptions.

(b) For these purposes, the Contractor shall:

(1) Comply with regulations and standards issued by the Secretary of Labor at 29 C.F.R. part 1926. Failure to comply may result in imposition of sanctions pursuant to the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 3701 – 3708); and

(2) Include the terms of this clause in every subcontract so that such terms will be binding on each subcontractor.

(c) The Contractor shall maintain an accurate record of exposure data on all accidents incident to work performed under this Contract resulting in death, traumatic injury, occupational disease, or damage to property, materials, supplies, or equipment, and shall report this data in the manner prescribed by 29 C.F.R. part 1904.

(d) The Owner shall notify the Contractor of any noncompliance with these requirements and of the corrective action required. This notice, when delivered to the Contractor or the Contractor's representative at the site of the Work, shall be deemed sufficient notice of the noncompliance and corrective action required. After receiving the notice, the Contractor shall immediately take corrective action. If the Contractor fails or refuses to take corrective action promptly, the Owner may issue an order stopping all or part of the Work until satisfactory corrective action has been taken. The Contractor shall not base any claim or request for equitable adjustment for additional time or money on any stop order issued under these circumstances.

(e) The Contractor shall be responsible for its subcontractors' compliance with the provisions of this clause. The Contractor shall take such action with respect to any subcontract as EDA, or the Secretary of Labor shall direct as a means of enforcing such provisions.

20. CONFLICT OF INTEREST AND OTHER PROHIBITED INTERESTS

(a) No official of the Owner who is authorized in such capacity and on behalf of the Owner to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any architectural, engineering, inspection, construction or material supply contract or any subcontract in connection with the construction of the Project, shall become directly or indirectly interested personally in this Contract or in any part hereof.

(b) No officer, employee, architect, attorney, engineer, or inspector of or for the Owner who is authorized in such capacity and on behalf of the Owner to exercise any legislative, executive, supervisory or other similar functions in connection with the construction of the Project, shall become directly or indirectly interested personally in this Contract or in any part thereof, any material supply contract, subcontract, insurance contract, or any other contract pertaining to the Project.

(c) The Contractor may not knowingly contract with a supplier or manufacturer if the individual or entity who prepared the Contract Documents has a corporate or financial affiliation with the supplier or manufacturer.

(d) The Owner's officers, employees, or agents shall not engage in the award or administration of this Contract if a conflict of interest, real or apparent, may be involved. Such a conflict may arise when: (i) the employee, officer or agent; (ii) any member of their immediate family; (iii) their partner or (iv) an organization that employs, or is about to employ, any of the above, has a financial interest in the Contractor. The Owner's officers, employees, or agents shall neither solicit nor accept gratuities, favors, or anything of monetary value from the Contractor or subcontractors.

(e) If the Owner finds after a notice and hearing that the Contractor, or any of the Contractor's agents or representatives, offered or gave gratuities (in the form of entertainment, gifts, or otherwise) to any official, employee, or agent of the Owner or EDA in an attempt to secure this Contract or favorable treatment in awarding, amending, or making any determinations related to the performance of this Contract, the Owner may, by written notice to the Contractor, terminate this Contract. The Owner may also pursue other rights and remedies that the law or this Contract provides. However, the existence of the facts on which the Owner bases such findings shall be an issue and may be reviewed in proceedings under the dispute resolution provisions of this Contract.

(f) In the event this Contract is terminated as provided in paragraph (e) of this section, the Owner may pursue the same remedies against the Contractor as it could pursue in the event of a breach of this Contract by the Contractor. As a penalty, in addition to any other damages to which it may be entitled by law, the Owner may pursue exemplary damages in an amount (as determined by the Owner) which shall not be less than three nor more than ten times the costs the Contractor incurs in providing any such gratuities to any such officer or employee.

21. RESTRICTIONS ON LOBBYING

(a) This Contract, or subcontract is subject to 31 U.S.C. § 1352, regarding lobbying restrictions. The section is explained in the common rule, 15 C.F.R. part 28 (55 FR 6736-6748, February 26, 1990). Each bidder under this Contract or subcontract is generally prohibited from using federal funds for lobbying the Executive or Legislative Branches of the Federal Government in connection with this EDA Award.

(b) **Contract Clause Threshold**: This Contract Clause regarding lobbying must be included in each bid for a contract or subcontract exceeding $100,000 of federal funds at any tier under the EDA Award.

(c) **Certification and Disclosure**: Each bidder of a contract or subcontract exceeding $100,000 of federal funds at any tier under the federal Award must file Form CD-512, *Certification Regarding Lobbying – Lower Tier Covered Transactions*, and, if applicable, Standard Form-LLL, *Disclosure of Lobbying Activities*, regarding the use of any nonfederal funds for lobbying. Certifications shall be retained by the Contractor or subcontractor at the next higher tier. All disclosure forms, however, shall be forwarded from tier to tier until received by the Recipient of the EDA Award, who shall forward all disclosure forms to EDA.

(d) **Continuing Disclosure Requirement**: Each Contractor or subcontractor that is subject to the Certification and Disclosure provision of this Contract Clause is required to file a disclosure form at the end of each calendar quarter in which there occurs any event that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by such person. Disclosure forms shall be forwarded from tier to tier until received by the Recipient of the EDA Award, who shall forward all disclosure forms to EDA.

(e) **Indian Tribes, Tribal Organizations, or Other Indian Organizations**: Indian tribes, tribal organizations, or any other Indian organizations, including Alaskan Native organizations, are excluded from the above lobbying restrictions and reporting requirements, but only with respect to expenditures that are by such tribes or organizations for lobbying activities permitted by other federal law. An Indian tribe or organization that is seeking an exclusion from Certification and Disclosure requirements must provide EDA with the citation of the provision or provisions of federal law upon which it relies to conduct lobbying activities that would otherwise be subject to the prohibitions in and to the Certification and Disclosure requirements of 31 U.S.C. § 1352, preferably through an attorney's opinion. Note, also, that a non-Indian subrecipient, contractor, or subcontractor under an award to an Indian tribe, for example, is subject to the restrictions and reporting requirements.

22. HISTORICAL AND ARCHAEOLOGICAL DATA PRESERVATION

The Contractor agrees to facilitate the preservation and enhancement of structures and objects of historical, architectural or archaeological significance and when such items are found and/or unearthed during the course of project construction. During Construction of the project, if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, the Contractor shall immediately stop work and notify the owner, EDA, the Tribes and SHPO. Construction shall be temporarily halted pending the notification process and further directions issued by EDA after consultation with the State Historic Preservation Officer (SHPO) for recovery of the items.

See the National Historic Preservation Act of 1966 (54 U.S.C. § 300101 *et seq.*, formerly at 16 U.S.C. § 470 *et seq.*) and Executive Order No. 11593 of May 31, 1971.

23. **CLEAN AIR AND WATER**

Applicable to Contracts in Excess of $150,000

(a) **Definition**. "Facility" means any building, plant, installation, structure, mine, vessel, or other floating craft, location, or site of operations, owned, leased, or supervised by the Contractor or any subcontractor, used in the performance of the Contract or any subcontract. When a location or site of operations includes more than one building, plant, installation, or structure, the entire location or site shall be deemed a facility except when the Administrator, or a designee, of the United States Environmental Protection Agency (EPA) determines that independent facilities are collocated in one geographical area.

(b) In compliance with regulations issued by the EPA, 2 C.F.R. part 1532, pursuant to the Clean Air Act, as amended (42 U.S.C. § 7401 *et seq.*); the Federal Water Pollution Control Act, as amended (33 U.S.C. § 1251 *et seq.*); and Executive Order 11738, the Contractor agrees to:

(1) Not utilize any facility in the performance of this contract or any subcontract which is listed on the Excluded Parties List System, part of the System for Award Management (SAM), pursuant to 2 C.F.R. part 1532 for the duration of time that the facility remains on the list;

(2) Promptly notify the Owner if a facility the Contractor intends to use in the performance of this contract is on the Excluded Parties List System or the Contractor knows that it has been recommended to be placed on the List;

(3) Comply with all requirements of the Clean Air Act and the Federal Water Pollution Control Act, including the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all applicable clean air and clean water standards; and

(4) Include or cause to be included the provisions of this clause in every subcontract and take such action as EDA may direct as a means of enforcing such provisions.

24. **USE OF LEAD-BASED PAINTS ON RESIDENTIAL STRUCTURES**

(a) If the work under this Contract involves construction or rehabilitation of residential structures over $5,000, the Contractor shall comply with the Lead-based Paint Poisoning Prevention Act (42 U.S.C. § 4831). The Contractor shall assure that paint or other surface coatings used in a residential property does not contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight or 5,000 parts per million (ppm) by weight. For purposes of this section, "residential property" means a dwelling unit, common areas, building exterior surfaces, and any surrounding land, including outbuildings, fences and play equipment affixed to the land, belonging to an owner and available for use by residents, but not

including land used for agricultural, commercial, industrial or other non-residential purposes, and not including paint on the pavement of parking lots, garages, or roadways.

(b) As a condition to receiving assistance under PWEDA, recipients shall assure that the restriction against the use of lead-based paint is included in all contracts and subcontracts involving the use of federal funds.

25. ENERGY EFFICIENCY

The Contractor shall comply with all standards and policies relating to energy efficiency which are contained in the energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. § 6201) for the State in which the Work under the Contract is performed.

26. ENVIRONMENTAL REQUIREMENTS

When constructing a Project involving trenching and/or other related earth excavations, the Contractor shall comply with the following environmental constraints:

(1) **Wetlands**. When disposing of excess, spoil, or other construction materials on public or private property, the Contractor shall not fill in or otherwise convert wetlands.

(2) **Floodplains**. When disposing of excess, spoil, or other construction materials on public or private property, the Contractor shall not fill in or otherwise convert 100 year floodplain areas delineated on the latest Federal Emergency Management Agency (FEMA) Floodplain Maps, or other appropriate maps, i.e., alluvial soils on Natural Resource Conservation Service (NRCS) Soil Survey Maps.

(3) **Endangered Species**. The Contractor shall comply with the Endangered Species Act, which provides for the protection of endangered and/or threatened species and critical habitat. Should any evidence of the presence of endangered and/or threatened species or their critical habitat be brought to the attention of the Contractor, the Contractor will immediately report this evidence to the Owner and a representative of EDA. Construction shall be temporarily halted pending the notification process and further directions issued by EDA after consultation with the U.S. Fish and Wildlife Service.

27. DEBARMENT, SUSPENSION, INELIGIBILITY, AND VOLUNTARY EXCLUSIONS

As required by Executive Orders 12549 and 12689, *Debarment and Suspension*, 2 C.F.R. Part 180 and implemented by the Department of Commerce at 2 C.F.R. part 1326, for prospective participants in lower tier covered transactions (except subcontracts for goods or services under the $25,000 small purchase threshold unless the subrecipient will have a critical influence on or substantive control over the award), the Contractor agrees that:

(1) By entering into this Contract, the Contractor and subcontractors certify, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared

ineligible, or voluntarily excluded from participation in this Contract by any federal department or agency.

(2) Where the Contractor or subcontractors are unable to certify to any of the statements in this certification, the Contractor or subcontractors shall attach an explanation to this bid.

See also 2 C.F.R. part 180 and 2 C.F.R. § 200.342.

28. **EDA PROJECT SIGN**

The Contractor shall supply, erect, and maintain in good condition a Project sign according to the specifications provided by EDA. To the extent practical, the sign should be a free standing sign. Project signs shall not be located on public highway rights-of-way. Location and height of signs will be coordinated with the local agency responsible for highway or street safety in the Project area, if any possibility exists for obstructing vehicular traffic line of sight. Whenever the EDA site sign specifications conflict with State law or local ordinances, the EDA Regional Director will permit such conflicting specifications to be modified so as to comply with State law or local ordinance.

29. **BUY AMERICA**

To the greatest extent practicable, contractors are encouraged to purchase American-made equipment and products with funding provided under EDA financial assistance awards.

OMB Number: 0610-0096
Expiration Date: 01/31/2025

EDA PROJECT SIGN

The Contractor shall supply, erect, and maintain in good condition a project sign according to the specifications set forth below:

EDA SITE SIGN SPECIFICATIONS

Size: 4' x 8' x ¾"

Materials: Exterior grade/MDO plywood (APA rating A-B)

Supports: 4" x 4" x 12' posts with 2" x 4" cross branching

Erection: Posts shall be set a minimum of three feet deep in concrete footings that are at least 12" in diameter.

Paint: Outdoor enamel

Colors: Jet Black, Blue (PMS300), and Gold (PMS7406). Specifically, on white background the following will be placed:

The U. S. Department of Commerce seal in blue, black, and gold;

"EDA" in blue;

"U. S. DEPARTMENT OF COMMERCE ECONOMIC DEVELOPMENT

ADMINISTRATION" in black;

"In partnership with" in blue;

(Actual name of the) "EDA Grant Recipient" in black;

Lettering: Specific fonts are named below; positioning will be as shown on the attached illustration.

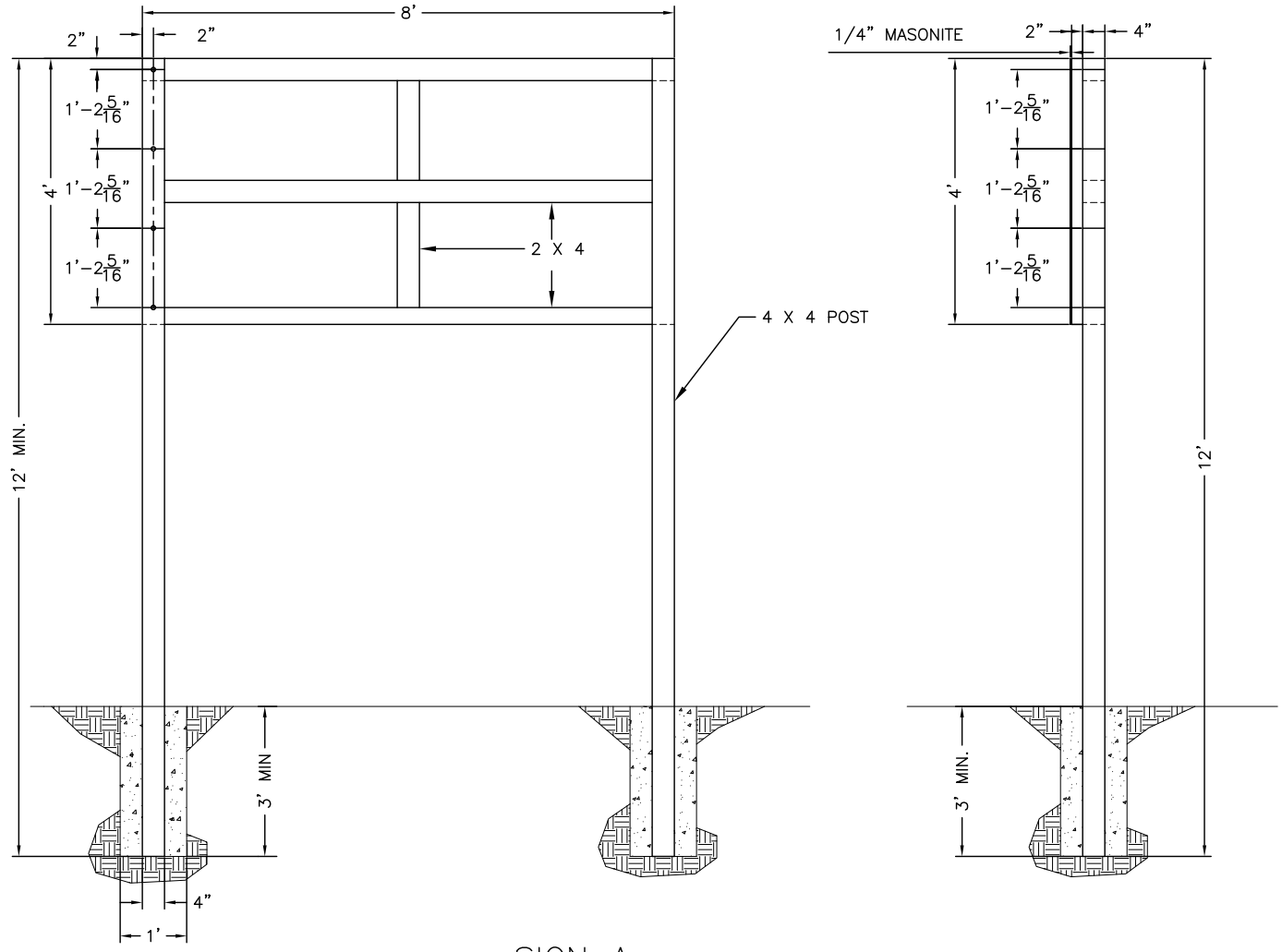
"U. S. DEPARTMENT OF COMMERCE ECONOMIC DEVELOPMENT ADMINISTRATION" use Bank Gothic Medium - BANK GOTHIC MED

"In partnership with" use Univers™ 55 Oblique - *Univers 55*

(Name of) "EDA Grant Recipient" use Univers™ Extra Black 85 **Univers 85**

Project signs will not be erected on public highway rights-of-way. If any possibility exists for obstruction to traffic line of sight, the location and height of the sign will be coordinated with the agency responsible for highway or street safety in the area.

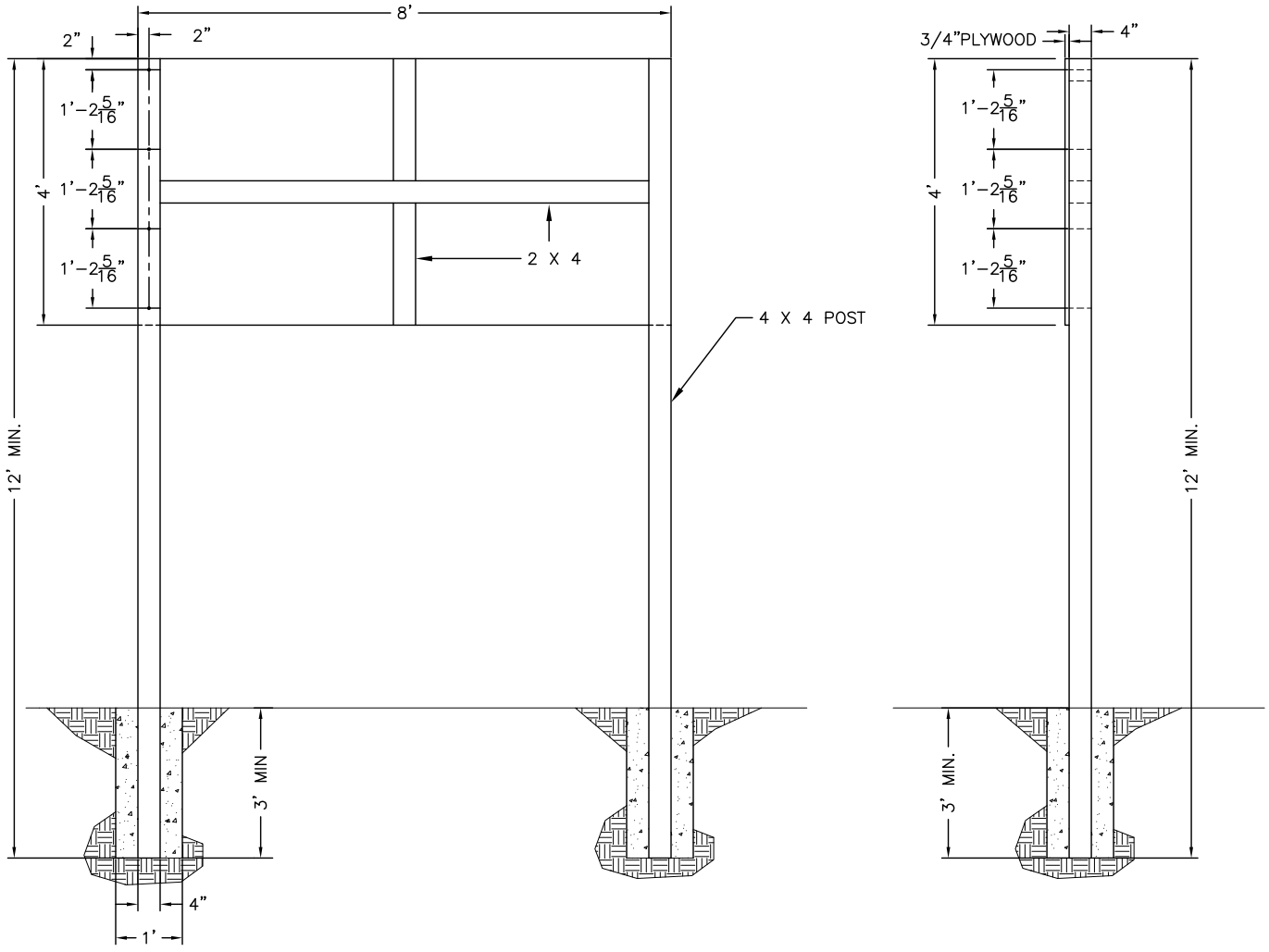
The EDA Regional Director may permit modifications to these specifications if they conflict with state law or local ordinances.



SIGN A
MASONITE SIGN

SCALE: 3/8" = 1'

PROJECT - SIGN A
ECONOMIC DEVELOPMENT ADMINISTRATION



SIGN B
PLYWOOD SIGN
SCALE: 3/8" = 1'

PROJECT - SIGN B
ECONOMIC DEVELOPMENT ADMINISTRATION



EDA

U.S. DEPARTMENT OF COMMERCE ECONOMIC DEVELOPMENT ADMINISTRATION

In partnership with

<EDA Grant Recipient Name>

2.25”

13.5”

1.75”

1.75”



EDA

10”

Black
Blue= PMS300
Gold= PMS7406

2.0”

1.5”

U.S. DEPARTMENT OF COMMERCE ECONOMIC DEVELOPMENT ADMINISTRATION

4.0”

48”

3.0”

In partnership with

3.0”

<EDA Grant Recipient Name>

3.75”

15.0”

231

96"

00 81 00 ATTACHMENTS TO THE SPECIAL PROVISIONS

CONTRACTOR PERFORMANCE EVALUATION

This form is intended to be completed following the completion of public infrastructure projects in the City of Rochester. The form should be completed by City staff and their representatives involved in the project.

CONTRACTOR _____

PROJECT NAME _____

CITY PROJECT #/J# _____

LOCATION _____

WORK TYPE _____

EVALUATOR _____ ROLE _____

FUNDING (check all that apply)
Federal Aid ☐
State Aid ☐
Local ☐
City-Owner ☐
Other funds? _____

SUBCONTRACTOR(S) #1 - _____ #2- _____ #3- _____

CONSTRUCTION START _____
CONSTRUCTION COMPLETION _____
CONTRACT COMPLETION DATE _____

COMPLETED ON TIME? YES ☐ NO ☐

LIQUIDATED DAMAGES? YES ☐ NO ☐

If NO, was extension granted by City?
YES ☐
NO ☐

ORIGNAL CONTRACT AMOUNT $0.00
CONTRACT INCREASES $0.00
FINAL CONTRACT AMOUNT $0.00

REASON FOR CONTRACT INCREASE (check all that apply)
Quantity Overrun ☐
Change Orders ☐
Supplemental Agreements ☐
Minor Extra Work Orders ☐

Item	Score (0-3)*	Comments
Quality of Materials Delivered to Site		
Work Performance - Labor, Workmanship		
Conformance with all required plans and		
Ability to meet interim/final completion dates;		
Project Supervision - On-site, Field		
Site Management - Survey stake protection,		
Safety Procedures - Equipment, Site, Safety		
Contract Administration - Office, Payments,		
Subcontractor Management and Coordination		
Overall satisfaction and comfort level in hiring		

* See Page 2 for Scoring Guidelines

TOTAL SCORE 0 0%
MAXIMUM SCORE 30

Subcontractor Scoring			
	Score (0-3)*		
Item	Sub #1	Sub #2	Comments
Quality of Materials Delivered to Site			
Work Performance - Labor, Workmanship			
Conformance with all required plans and			
Project Supervision - On-site, Field			
Safety Procedures - Equipment, Site, Safety			

* See below for Scoring Guidelines

TOTAL SCORE	0	0
MAXIMUM SCORE	15	15
	0%	0%

SCORING GUIDELINES

ABOVE AVERAGE (3 POINTS)

- Products/ Service delivered correctly, efficiently, timely and without excessive assistance of direction
- Contractor performs beyond expectations
- Deliverables exceed standards
- Project is on time and budget
- Contractor resolves any problems that occurred
- Contractor needs little or no direction
- Contractor responsive to requests
- Contractor suggests improvements/value engineering/alternative solutions
- Little or no business/resident/property owner complaints attributable to contractor
- Contractor's PM/Superintendent visits site daily; does exceptional job managing subs

AVERAGE (2 POINTS)

- Contractor fulfills terms of Contract; no more, no less
- Deliverables meet standards
- Contractor maintains either project schedule or budget, but not both
- Few business/resident/property owner complaints attributable to contractor
- Contractor's PM/Superintendent visits site more than once per week; average coordination of subs

BELOW AVERAGE (1 POINT)

- Contractor minimally or does not meet Contract terms
- Deliverables below standard or needs rework to comply
- Project is behind schedule or over budget
- Product/ service required direction or assistance by City to produce
- Several business/resident/property owner complaints attributable to contractor
- Contractor's PM/Superintendent only attends weekly meetings, and no additional visits; delays due to sub

UNSATISFACTORY (0 POINTS)

- Contractor requires excessive guidance or direction
- Contractor is unresponsive to requests
- Contractor unable or unwilling to resolve minor setbacks
- Deliverables do not follow standards or does not meet requirements or expectations
- Project is not on time or budget through no fault of City
- Excessive business/resident/property owner complaints attributable to contractor
- Contractor's PM/Supt rarely attends weekly mtgs., and no additional visits; no coordination with subs

00 82 00
CITY OF ROCHESTER, MINNESOTA
FORM OF CONTRACT

THIS AGREEMENT, made and signed this_____day of_____, 20__, by and between the City of Rochester, Minnesota, hereinafter called the "Owner" and **AWARD WINNER** hereinafter called the "Contractor". THIS AGREEMENT WITNESSETH, that the Owner and the Contractor, for the consideration hereinafter stated, agree as follows:

ARTICLE I. The Contractor hereby covenants and agrees to perform and execute all the provisions of the plans and specifications prepared by the City Engineer of Rochester, Minnesota for

J3501 Mayo Civic Center Marquee and Park Upgrades

and to do everything required by this agreement and the contract documents.

ARTICLE II. The Contractor agrees that the work contemplated by this contract shall be fully and satisfactorily completed on, or before **September 9, 2026**.

ARTICLE III. The Owner agrees to pay and the Contractor agrees to receive and accept payment in accordance with the prices bid for the unit or lump sum items as set forth in the conformed copy of the Form of Proposal hereto attached, which prices shall conform to those in the accepted Contractor's proposal on file in the office of the City Clerk of Rochester, Minnesota, the aggregate of which prices, based on the approximate schedule of quantities, is estimated to be **$BID AMOUNT**.

ARTICLE IV. The Contract Documents shall consist of the following component parts:

1. Form of Proposal
2. General Conditions of the Specifications for Public Improvements
3. Specifications
4. Plans and drawings which are attached to the Specifications or which are identified as Sheets 1 to_____for
5. This Contract
6. Tennessen Warning
7. Performance Bond
8. Payment Bond for Labor and Material (if needed)
9. Workers Compensation Insurance Certificate
10. Contractor's Supplemental Responsible Contractor Certificate
11. W-9 Form
12. Corporate Acknowledgement form

J3501 Mayo Civic Center Marquee and Park Upgrades

This contract, together with the documents hereinabove mentioned, form the Contract, and all documents are as fully a part of the contract as if attached hereto or herein repeated. The terms of the General Conditions of Specifications shall prevail against any inconsistencies found in the Form of Proposal, unless otherwise provided for in writing by the parties.

This contract constitutes the entire agreement between the parties. No waiver, consent, modification, or change of terms of this agreement shall bind either party unless in writing and signed by both parties. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this agreement. Contractor, by the signature below of its authorized representative, hereby acknowledges that the contractor has read this agreement, understands it, and agrees to be bound by its terms and conditions.

IN WITNESS WHEREOF, the parties to this agreement have hereunto set their hands and seals as of the day and year first above written.

The City of Rochester, Minnesota

By_____ Kim Norton, Mayor

Attest_ Ann Kasel, City Clerk

Contractor

By_____

_____Title

By_____

_____Title

Approved as to Form & Execution

_____
Michael Spindler-Krage, City Attorney

01 10 00
SUMMARY

PART 1 - GENERAL

1.1 RELATED DOCUMENTS
- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY
- A. Section Includes:
  1. Project information.
  2. Work covered by Contract Documents.
  3. Owner-furnished/Contractor-installed (OFCI) products.
  4. Coordination with occupants.
  5. Work restrictions.
  6. Specification and Drawing conventions.
- B. Related Requirements:
  1. Section 01 73 00 "Execution" for coordination of Owner-installed products.

1.3 PROJECT INFORMATION
- A. Project Identification: Mayo Civic Center Marquee Sign and Park Upgrades
  1. Project Location: 30 Civic Center Dr SE, Rochester, MN 55904
- B. Owner: City of Rochester.
  1. Owner's Representative: Jaymi Wilson, jwilson@rochestermn.gov.
- C. Architect: TSP, Inc, 1500 Highway 52 North, Rochester, MN 55901.

1.4 WORK COVERED BY CONTRACT DOCUMENTS
- A. The Work of Project is defined by the Contract Documents and includes, but is not limited to, the following:
  1. New marquee sign and associated electrical, landscaping, and concrete work.
  2. Addition for power pedestal in Mayo Park and associated electrical, landscaping, and concrete work.
- B. Type of Contract:
  1. Project will be constructed under a single prime contract.

1.5 COORDINATION WITH OCCUPANTS
- A. Partial Owner Occupancy: Owner will occupy the premises during entire construction period, with the exception of areas under construction. Cooperate with Owner during construction operations to minimize conflicts and facilitate Owner usage. Perform the Work so as not to interfere with Owner's operations. Maintain existing exits unless otherwise indicated.
  1. Maintain access to existing walkways, corridors, and other adjacent occupied or used facilities. Do not close or obstruct walkways, corridors, or other occupied or used facilities without written permission from Owner and authorities having jurisdiction.
  2. Provide not less than 72 hours' notice to Owner of activities that will affect Owner's operations.

1.6 WORK RESTRICTIONS
- A. Comply with restrictions on construction operations.
  1. Comply with limitations on use of public streets, work on public streets, rights of way, and other requirements of authorities having jurisdiction.
- B. Existing Utility Interruptions: Do not interrupt utilities serving facilities occupied by Owner or others unless permitted under the following conditions and then only after arranging for temporary utility services according to requirements indicated:
  1. Notify Owner not less than two days in advance of proposed utility interruptions.
  2. Obtain Owner's written permission before proceeding with utility interruptions.

C. Noise, Vibration, Dust, and Odors: Coordinate operations that may result in high levels of noise and vibration, dust, odors, or other disruption to Owner occupancy with Owner.
   1. Notify Owner not less than two days in advance of proposed disruptive operations.
   2. Obtain Owner's written permission before proceeding with disruptive operations.

D. Employee Identification: Provide identification tags for Contractor personnel working on Project site. Require personnel to use identification tags at all times.

1.7 SPECIFICATION AND DRAWING CONVENTIONS

A. Specification Content: The Specifications use certain conventions for the style of language and the intended meaning of certain terms, words, and phrases when used in particular situations. These conventions are as follows:
   1. Imperative mood and streamlined language are generally used in the Specifications. The words "shall," "shall be," or "shall comply with," depending on the context, are implied where a colon (:) is used within a sentence or phrase.
   2. Specification requirements are to be performed by Contractor unless specifically stated otherwise.

B. Division 00 Contracting Requirements: General provisions of the Contract, including General and Supplementary Conditions, apply to all Sections of the Specifications.

C. Division 01 General Requirements: Requirements of Sections in Division 01 apply to the Work of all Sections in the Specifications.

D. Drawing Coordination: Requirements for materials and products identified on Drawings are described in detail in the Specifications. One or more of the following are used on Drawings to identify materials and products:
   1. Terminology: Materials and products are identified by the typical generic terms used in the individual Specifications Sections.
   2. Abbreviations: Materials and products are identified by abbreviations scheduled on Drawings.
   3. Keynoting: Materials and products are identified by reference keynotes referencing Specification Section numbers found in this Project Manual.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 10 00

01 23 00
ALTERNATES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS
A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY
A. Section includes administrative and procedural requirements for alternates.

1.3 DEFINITIONS
A. Alternate: An amount proposed by bidders and stated on the Bid Form for certain work defined in the bidding requirements that may be added to or deducted from the base bid amount if the Owner decides to accept a corresponding change either in the amount of construction to be completed or in the products, materials, equipment, systems, or installation methods described in the Contract Documents.
1. Alternates described in this Section are part of the Work only if enumerated in the Agreement.
2. The cost or credit for each alternate is the net addition to or deduction from the Contract Sum to incorporate alternates into the Work. No other adjustments are made to the Contract Sum.

1.4 PROCEDURES
A. Coordination: Revise or adjust affected adjacent work as necessary to completely integrate work of the alternate into Project.
1. Include, as part of each alternate, miscellaneous devices, accessory objects, and similar items incidental to or required for a complete installation, whether or not indicated as part of alternate.
B. Execute accepted alternates under the same conditions as other Work of the Contract.
C. Schedule: A Part 3 "Schedule of Alternates" Article is included at the end of this Section. Specification Sections referenced in schedule contain requirements for materials necessary to achieve the work described under each alternate.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION

3.1 SCHEDULE OF ALTERNATES
A. Alternate No. 1: Additional Concrete Pad and Trench Drain Extension.
1. Base Bid: Do not provide concrete pad and trench drain extension as identified on “Drawing Park Site Plan” C2.1 associated with Alternate No. 1.
2. Alternate: Provide concrete pad and trench rain extension as identified on Drawing “Park Site Plan” C2.1 associated with Alternate No. 1.
B. Alternate No. 2: Increase Digital Display Size to 6’x10’.
1. Base Bid: Provide 5’x8’ digital sign display sign and construction of sign as noted on Drawing “Plans and Elevations” AP101. Provide electrical to sign for Base Bid scope as identified on Drawing “Electrical Site Plan – Sign Plan” ES101.
2. Alternate: Provide 6’x’10’ digital sign display and construction of sign as noted for alternate on Drawing “Plans and Elevations” AP101. Provide electrical to sign for Alternate No. 2 scope as identified on Drawing “Electrical Site Plan – Sign Plan” ES101.

END OF SECTION 01 23 00

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01 25 00
SUBSTITUTION PROCEDURES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for substitutions.

B. Related Requirements:

1. Section 00 26 00 "Procurement Substitution Procedures" for requirements for substitution requests prior to award of Contract.
2. Section 01 60 00 "Product Requirements" for requirements for submitting comparable product submittals for products by listed manufacturers.

1.3 DEFINITIONS

A. Substitutions: Changes in products, materials, equipment, and methods of construction from those required by the Contract Documents.

1. Substitutions for Cause: Changes proposed by Contractor that are required due to changed Project conditions, such as unavailability of product, regulatory changes, or unavailability of required warranty terms.
2. Substitutions for Convenience: Changes proposed by Contractor or Owner that are not required to meet other Project requirements but may offer advantage to Contractor or Owner.

1.4 ACTION SUBMITTALS

A. Substitution Requests: Submit documentation identifying product or fabrication or installation method to be replaced. Include Specification Section number and title and Drawing numbers and titles.

1. Substitution Request Form: Use form provided in Project Manual.
2. Documentation: Show compliance with requirements for substitutions and the following, as applicable:
    a. Statement indicating why specified product or fabrication or installation method cannot be provided, if applicable.
    b. Coordination of information, including a list of changes or revisions needed to other parts of the Work and to construction performed by Owner and separate contractors that will be necessary to accommodate proposed substitution.
    c. Detailed comparison of significant qualities of proposed substitutions with those of the Work specified. Include annotated copy of applicable Specification Section. Significant qualities may include attributes, such as performance, weight, size, durability, visual effect, sustainable design characteristics, warranties, and specific features and requirements indicated. Indicate deviations, if any, from the Work specified.
    d. Product Data, including drawings and descriptions of products and fabrication and installation procedures.
    e. Samples, where applicable or requested.
    f. Certificates and qualification data, where applicable or requested.
    g. List of similar installations for completed projects, with project names and addresses as well as names and addresses of architects and owners.
    h. Material test reports from a qualified testing agency, indicating and interpreting test results for compliance with requirements indicated.
    i. Research reports evidencing compliance with building code in effect for Project, from ICC-ES.
    j. Detailed comparison of Contractor's construction schedule using proposed substitutions with products specified for the Work, including effect on the overall Contract Time. If specified product or method of construction cannot be provided

within the Contract Time, include letter from manufacturer, on manufacturer's letterhead, stating date of receipt of purchase order, lack of availability, or delays in delivery.

k. Cost information, including a proposal of change, if any, in the Contract Sum.

l. Contractor's certification that proposed substitution complies with requirements in the Contract Documents, except as indicated in substitution request, is compatible with related materials and is appropriate for applications indicated.

m. Contractor's waiver of rights to additional payment or time that may subsequently become necessary because of failure of proposed substitution to produce indicated results.

3. Architect's Action: If necessary, Architect will request additional information or documentation for evaluation within seven days of receipt of a request for substitution. Architect will notify Contractor of acceptance or rejection of proposed substitution within 15 days of receipt of request, or seven days of receipt of additional information or documentation, whichever is later.

a. Forms of Acceptance: Change Order, Construction Change Directive, or Architect's Supplemental Instructions for minor changes in the Work.

b. Use product specified if Architect does not issue a decision on use of a proposed substitution within time allocated.

1.5 QUALITY ASSURANCE

A. Compatibility of Substitutions: Investigate and document compatibility of proposed substitution with related products and materials. Engage a qualified testing agency to perform compatibility tests recommended by manufacturers.

1.6 PROCEDURES

A. Coordination: Revise or adjust affected work as necessary to integrate work of the approved substitutions.

1.7 SUBSTITUTIONS

A. Substitutions for Cause: Submit requests for substitution immediately on discovery of need for change, but not later than 15 days prior to time required for preparation and review of related submittals.

1. Conditions: Architect will consider Contractor's request for substitution when the following conditions are satisfied. If the following conditions are not satisfied, Architect will return requests without action, except to record noncompliance with these requirements:

a. Requested substitution is consistent with the Contract Documents and will produce indicated results.

b. Substitution request is fully documented and properly submitted.

c. Requested substitution will not adversely affect Contractor's construction schedule.

d. Requested substitution has received necessary approvals of authorities having jurisdiction.

e. Requested substitution is compatible with other portions of the Work.

f. Requested substitution has been coordinated with other portions of the Work.

g. Requested substitution provides specified warranty.

h. If requested substitution involves more than one contractor, requested substitution has been coordinated with other portions of the Work, is uniform and consistent, is compatible with other products, and is acceptable to all contractors involved.

B. Substitutions for Convenience: Not allowed unless added value to the Owner can be clearly and substantially demonstrated.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 25 00

01 26 00
CONTRACT MODIFICATION PROCEDURES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for handling and processing Contract modifications.

B. Related Requirements:

1. Section 01 25 00 "Substitution Procedures" for administrative procedures for handling requests for substitutions made after the Contract award.

1.3 MINOR CHANGES IN THE WORK

A. Architect will issue supplemental instructions authorizing minor changes in the Work, not involving adjustment to the Contract Sum or the Contract Time, on AIA Document G710.

1.4 PROPOSAL REQUESTS

A. Owner-Initiated Proposal Requests: Architect or Owner will issue a detailed description of proposed changes in the Work that may require adjustment to the Contract Sum or the Contract Time. If necessary, the description will include supplemental or revised Drawings and Specifications.

1. Work Change Proposal Requests issued by Architect or Owner are not instructions either to stop work in progress or to execute the proposed change.
2. Within 20 days, when not otherwise specified, after receipt of Proposal Request, submit a quotation estimating cost adjustments to the Contract Sum and the Contract Time necessary to execute the change.
    a. Include a list of quantities of products required or eliminated and unit costs, with total amount of purchases and credits to be made. If requested, furnish survey data to substantiate quantities.
    b. Indicate applicable taxes, delivery charges, equipment rental, and amounts of trade discounts.
    c. Include costs of labor and supervision directly attributable to the change.
    d. Include an updated Contractor's construction schedule that indicates the effect of the change, including, but not limited to, changes in activity duration, start and finish times, and activity relationship. Use available total float before requesting an extension of the Contract Time.
    e. Quotation Form: Use forms acceptable to Owner.

B. Contractor-Initiated Proposals: If latent or changed conditions require modifications to the Contract, Contractor may initiate a claim by submitting a request for a change to the Owner.

1. Include a statement outlining reasons for the change and the effect of the change on the Work. Provide a complete description of the proposed change. Indicate the effect of the proposed change on the Contract Sum and the Contract Time.
2. Include a list of quantities of products required or eliminated and unit costs, with total amount of purchases and credits to be made. If requested, furnish survey data to substantiate quantities.
3. Indicate applicable taxes, delivery charges, equipment rental, and amounts of trade discounts.
4. Include costs of labor and supervision directly attributable to the change.
5. Include an updated Contractor's construction schedule that indicates the effect of the change, including, but not limited to, changes in activity duration, start and finish times, and activity relationship. Use available total float before requesting an extension of the Contract Time.
6. Comply with requirements in Section 01 25 00 "Substitution Procedures" if the proposed change requires substitution of one product or system for product or system specified.

7. Proposal Request Form: Use form acceptable to the Owner.

1.5 CHANGE ORDER PROCEDURES

A. On Owner's approval of a Work Change Proposal Request, Owner will issue a Change Order for signatures of Owner and Contractor on AIA Document G701.

1.6 CONSTRUCTION CHANGE DIRECTIVE

A. Construction Change Directive: Architect may issue a Construction Change Directive on AIA Document G714. Construction Change Directive instructs Contractor to proceed with a change in the Work, for subsequent inclusion in a Change Order.
   1. Construction Change Directive contains a complete description of change in the Work. It also designates method to be followed to determine change in the Contract Sum or the Contract Time.

B. Documentation: Maintain detailed records on a time and material basis of work required by the Construction Change Directive.
   1. After completion of change, submit an itemized account and supporting data necessary to substantiate cost and time adjustments to the Contract.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 26 00

01 29 00
PAYMENT PROCEDURES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements necessary to prepare and process Applications for Payment.

B. Related Requirements:

1. Section 01 26 00 "Contract Modification Procedures" for administrative procedures for handling changes to the Contract.
2. Section 01 32 00 "Construction Progress Documentation" for administrative requirements governing the preparation and submittal of the Contractor's construction schedule.

1.3 DEFINITIONS

A. Schedule of Values: A statement furnished by Contractor allocating portions of the Contract Sum to various portions of the Work and used as the basis for reviewing Contractor's Applications for Payment.

1.4 SCHEDULE OF VALUES

A. Coordination: Coordinate preparation of the schedule of values with preparation of Contractor's construction schedule.

1. Coordinate line items in the schedule of values with items required to be indicated as separate activities in Contractor's construction schedule.
2. Submit the schedule of values to Architect at earliest possible date, but no later than seven days before the date scheduled for submittal of initial Applications for Payment.
3. Subschedules for Separate Elements of Work: Where the Contractor's construction schedule defines separate elements of the Work, provide subschedules showing values coordinated with each element.
4. Subschedules for Separate Design Contracts: Where the Owner has retained design professionals under separate contracts who will each provide certification of payment requests, provide subschedules showing values coordinated with the scope of each design services contract, as described in Section 01 10 00 "Summary."

B. Format and Content: Use Project Manual table of contents as a guide to establish line items for the schedule of values. Provide at least one line item for each Specification Section.

1. Identification: Include the following Project identification on the schedule of values:
    a. Project name and location.
    b. Name of Architect.
    c. Architect's Project number.
    d. Contractor's name and address.
    e. Date of submittal.
2. Arrange schedule of values consistent with format of AIA Document G703.
3. Arrange the schedule of values in tabular form, with separate columns to indicate the following for each item listed:
    a. Related Specification Section or Division.
    b. Description of the Work.
    c. Name of subcontractor.
    d. Name of manufacturer or fabricator.
    e. Name of supplier.
    f. Change Orders (numbers) that affect value.
    g. Dollar value of the following, as a percentage of the Contract Sum to nearest one-hundredth percent, adjusted to total 100 percent. Round dollar amounts to whole dollars, with total equal to Contract Sum.
        1) Labor.

2) Materials.
3) Equipment.

4. Provide a breakdown of the Contract Sum in enough detail to facilitate continued evaluation of Applications for Payment and progress reports. Provide multiple line items for principal subcontract amounts in excess of five percent of the Contract Sum.
5. Provide a separate line item in the schedule of values for each part of the Work where Applications for Payment may include materials or equipment purchased or fabricated and stored, but not yet installed.
   a. Differentiate between items stored on-site and items stored off-site.
6. Allowances: Provide a separate line item in the schedule of values for each allowance. Use information indicated in the Contract Documents to determine quantities.
7. Purchase Contracts: Provide a separate line item in the schedule of values for each purchase contract. Show line-item value of purchase contract. Indicate Owner payments or deposits, if any, and balance to be paid by Contractor.
8. Overhead Costs: Include total cost and proportionate share of general overhead and profit for each line item.
9. Overhead Costs: Show cost of temporary facilities and other major cost items that are not direct cost of actual work-in-place as separate line items.
10. Schedule of Values Revisions: Revise the schedule of values when Change Orders or Construction Change Directives result in a change in the Contract Sum. Include at least one separate line item for each Change Order and Construction Change Directive.
11. Fee Allowance: The percentage fee allowance for the combined overhead and profit included in the total cost to the Owner shall be 10 percent (10%) of the cost.
    a. In order to facilitate checking of quotations for extras or credits, all proposals, except those so minor that their propriety can be seen by inspection, shall be accompanied by a complete itemization of costs including labor, materials and subcontracts. Labor and materials shall be itemized in the manner prescribed above. Where major cost items are subcontracts, they shall be itemized also. In no case will a change involving over $500.00 be approved without itemization.

1.5 APPLICATIONS FOR PAYMENT

A. Each Application for Payment following the initial Application for Payment shall be consistent with previous applications and payments as certified by Architect and paid for by Owner.
B. Payment Application Times: The date for each progress payment is indicated in the Agreement between Owner and Contractor. The period of construction work covered by each Application for Payment is the period indicated in the Agreement.
C. Payment Application Times: The period covered by each Application for Payment is one month, ending on the last day of the month.
   1. Submit draft copy of Application for Payment seven days prior to due date for review by Architect.
D. Application for Payment Forms: Use AIA Document G702 and AIA Document G703 as form for Applications for Payment.
   1. Other Application for Payment forms proposed by the Contractor shall be acceptable to Architect and Owner. Submit forms for approval with initial submittal of schedule of values.
E. Application Preparation: Complete every entry on form. Notarize and execute by a person authorized to sign legal documents on behalf of Contractor. Architect will return incomplete applications without action.
   1. Entries shall match data on the schedule of values and Contractor's construction schedule. Use updated schedules if revisions were made.
   2. Include amounts for work completed following previous Application for Payment, whether or not payment has been received. Include only amounts for work completed at time of Application for Payment.
   3. Include amounts of Change Orders and Construction Change Directives issued before last day of construction period covered by application.

4. Indicate separate amounts for work being carried out under Owner-requested project acceleration.

F. Stored Materials: Include in Application for Payment amounts applied for materials or equipment purchased or fabricated and stored, but not yet installed. Differentiate between items stored on-site and items stored off-site.
   1. Provide certificate of insurance, evidence of transfer of title to Owner, and consent of surety to payment for stored materials.
   2. Provide supporting documentation that verifies amount requested, such as paid invoices. Match amount requested with amounts indicated on documentation; do not include overhead and profit on stored materials.
   3. Provide summary documentation for stored materials indicating the following:
      a. Value of materials previously stored and remaining stored as of date of previous Applications for Payment.
      b. Value of previously stored materials put in place after date of previous Application for Payment and on or before date of current Application for Payment.
      c. Value of materials stored since date of previous Application for Payment and remaining stored as of date of current Application for Payment.

G. Transmittal: Submit signed and notarized original copies of each Application for Payment to Architect by emailed PDF. One copy shall include waivers of lien and similar attachments if required.

H. The Owner shall retain five (5%) percent of amount for labor of each payment as retainage until final completion and acceptance of all Work covered by Contract Documents. Final payment will be made at the expiration of thirty (30) days after completion and acceptance of the Project, provided no Claims have been filed with the Owner. If at the end of thirty (30) day period, Claims are on file for labor performed or materials furnished in performance of this Contract, the Owner will continue to retain from unpaid funds a sum of not less than triple the total amount of Claims. If unpaid funds are insufficient to satisfy Claims, Claimant shall have the right to judgement on the bond given for performance of the Contract.

I. Waivers of Mechanic's Lien: With each Application for Payment, submit waivers of mechanic's lien from subcontractors, sub-subcontractors, and suppliers for construction period covered by the previous application.
   1. Submit partial waivers on each item for amount requested in previous application, after deduction for retainage, on each item.
   2. When an application shows completion of an item, submit conditional final or full waivers.
   3. Owner reserves the right to designate which entities involved in the Work must submit waivers.
   4. Submit final Application for Payment with or preceded by conditional final waivers from every entity involved with performance of the Work covered by the application who is lawfully entitled to a lien.
   5. Waiver Forms: Submit executed waivers of lien on forms acceptable to Owner.

J. Initial Application for Payment: Administrative actions and submittals that must precede or coincide with submittal of first Application for Payment include the following:
   1. List of subcontractors.
   2. Schedule of values.
   3. Contractor's construction schedule (preliminary if not final).
   4. Combined Contractor's construction schedule (preliminary if not final) incorporating Work of multiple contracts, with indication of acceptance of schedule by each Contractor.
   5. Products list (preliminary if not final).
   6. Sustainable design action plans, including preliminary project materials cost data.
   7. Submittal schedule (preliminary if not final).
   8. List of Contractor's staff assignments.
   9. List of Contractor's principal consultants.
   10. Copies of building permits.
   11. Copies of authorizations and licenses from authorities having jurisdiction for performance of the Work.
   12. Initial progress report.

13. Report of preconstruction conference.
14. Certificates of insurance and insurance policies.
15. Performance and payment bonds.
16. Data needed to acquire Owner's insurance.

K. Application for Payment at Substantial Completion: After Architect issues the Certificate of Substantial Completion, submit an Application for Payment showing 100 percent completion for portion of the Work claimed as substantially complete.
1. Include documentation supporting claim that the Work is substantially complete and a statement showing an accounting of changes to the Contract Sum.
2. This application shall reflect Certificate(s) of Substantial Completion issued previously for Owner occupancy of designated portions of the Work.

L. Final Payment Application: After completing Project closeout requirements, submit final Application for Payment with releases and supporting documentation not previously submitted and accepted, including, but not limited, to the following:
1. Evidence of completion of Project closeout requirements.
2. Insurance certificates for products and completed operations where required and proof that taxes, fees, and similar obligations were paid.
3. Updated final statement, accounting for final changes to the Contract Sum.
4. AIA Document G706.
5. AIA Document G706A.
6. AIA Document G707.
7. Evidence that claims have been settled.
8. Final meter readings for utilities, a measured record of stored fuel, and similar data as of date of Substantial Completion or when Owner took possession of and assumed responsibility for corresponding elements of the Work.
9. Final liquidated damages settlement statement.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 29 00

01 31 00
PROJECT MANAGEMENT AND COORDINATION

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative provisions for coordinating construction operations on Project including, but not limited to, the following:
   1. General coordination procedures.
   2. Coordination drawings.
   3. RFIs.
   4. Digital project management procedures.
   5. Project meetings.

B. Each contractor shall participate in coordination requirements. Certain areas of responsibility are assigned to a specific contractor.

C. Related Requirements:
   1. Section 01 32 00 "Construction Progress Documentation" for preparing and submitting Contractor's construction schedule.
   2. Section 01 73 00 "Execution" for procedures for coordinating general installation and field-engineering services, including establishment of benchmarks and control points.
   3. Section 01 77 00 "Closeout Procedures" for coordinating closeout of the Contract.

1.3 DEFINITIONS

A. BIM: Building Information Modeling.

B. RFI: Request for Information. Request from Owner, Architect, or Contractor seeking information required by or clarifications of the Contract Documents.

1.4 INFORMATIONAL SUBMITTALS

A. Subcontract List: Prepare a written summary identifying individuals or firms proposed for each portion of the Work, including those who are to furnish products or equipment fabricated to a special design. Include the following information in tabular form:
   1. Name, address, telephone number, and email address of entity performing subcontract or supplying products.
   2. Number and title of related Specification Section(s) covered by subcontract.
   3. Drawing number and detail references, as appropriate, covered by subcontract.

B. Key Personnel Names: Within 15 days of starting construction operations, submit a list of key personnel assignments, including superintendent and other personnel in attendance at Project site. Identify individuals and their duties and responsibilities; list addresses and cellular telephone numbers and e-mail addresses. Provide names, addresses, and telephone numbers of individuals assigned as alternates in the absence of individuals assigned to Project.
   1. Post copies of list in project meeting room, in temporary field office, in web-based Project software directory, and in prominent location in each built facility. Keep list current at all times.

1.5 GENERAL COORDINATION PROCEDURES

A. Coordination: Coordinate construction operations included in different Sections of the Specifications to ensure efficient and orderly installation of each part of the Work. Coordinate construction operations included in different Sections that depend on each other for proper installation, connection, and operation.
   1. Schedule construction operations in sequence required to obtain the best results where installation of one part of the Work depends on installation of other components, before or after its own installation.
   2. Coordinate installation of different components to ensure maximum performance and accessibility for required maintenance, service, and repair.

3. Make adequate provisions to accommodate items scheduled for later installation.

B. Coordination: Each contractor shall coordinate its construction operations with those of other contractors and entities to ensure efficient and orderly installation of each part of the Work. Each contractor shall coordinate its own operations with operations included in different Sections that depend on each other for proper installation, connection, and operation.
   1. Schedule construction operations in sequence required to obtain the best results where installation of one part of the Work depends on installation of other components, before or after its own installation.
   2. Coordinate installation of different components with other contractors to ensure maximum performance and accessibility for required maintenance, service, and repair.
   3. Make adequate provisions to accommodate items scheduled for later installation.

C. Prepare memoranda for distribution to each party involved, outlining special procedures required for coordination. Include such items as required notices, reports, and list of attendees at meetings.
   1. Prepare similar memoranda for Owner and separate contractors if coordination of their Work is required.

D. Administrative Procedures: Coordinate scheduling and timing of required administrative procedures with other construction activities to avoid conflicts and to ensure orderly progress of the Work. Such administrative activities include, but are not limited to, the following:
   1. Preparation of Contractor's construction schedule.
   2. Preparation of the schedule of values.
   3. Installation and removal of temporary facilities and controls.
   4. Delivery and processing of submittals.
   5. Progress meetings.
   6. Preinstallation conferences.
   7. Project closeout activities.
   8. Startup and adjustment of systems.

1.6 COORDINATION DRAWINGS

A. Coordination Drawings, General: Prepare coordination drawings according to requirements in individual Sections, and additionally where installation is not completely indicated on Shop Drawings, where limited space availability necessitates coordination, or if coordination is required to facilitate integration of products and materials fabricated or installed by more than one entity.
   1. Content: Project-specific information, drawn accurately to a scale large enough to indicate and resolve conflicts. Do not base coordination drawings on standard printed data. Include the following information, as applicable:
      a. Use applicable Drawings as a basis for preparation of coordination drawings. Prepare sections, elevations, and details as needed to describe relationship of various systems and components.
      b. Coordinate the addition of trade-specific information to coordination drawings in a sequence that best provides for coordination of the information and resolution of conflicts between installed components before submitting for review.
      c. Indicate functional and spatial relationships of components of architectural, structural, civil, mechanical, and electrical systems.
      d. Indicate space requirements for routine maintenance and for anticipated replacement of components during the life of the installation.
      e. Show location and size of access doors required for access to concealed dampers, valves, and other controls.
      f. Indicate required installation sequences.
      g. Indicate dimensions shown on Drawings. Specifically note dimensions that appear to be in conflict with submitted equipment and minimum clearance requirements. Provide alternative sketches to Architect indicating proposed resolution of such conflicts. Minor dimension changes and difficult installations will not be considered changes to the Contract.

B. Coordination Drawing Organization: Organize coordination drawings as follows:

1. Floor Plans and Reflected Ceiling Plans: Show architectural and structural elements, and mechanical, plumbing, fire-protection, fire-alarm, and electrical Work. Show locations of visible ceiling-mounted devices relative to acoustical ceiling grid. Supplement plan drawings with section drawings where required to adequately represent the Work.
2. Plenum Space: Indicate subframing for support of ceiling and wall systems, mechanical and electrical equipment, and related Work. Locate components within plenums to accommodate layout of light fixtures and other components indicated on Drawings. Indicate areas of conflict between light fixtures and other components.
3. Mechanical Rooms: Provide coordination drawings for mechanical rooms showing plans and elevations of mechanical, plumbing, fire-protection, fire-alarm, and electrical equipment.
4. Structural Penetrations: Indicate penetrations and openings required for all disciplines.
5. Slab Edge and Embedded Items: Indicate slab edge locations and sizes and locations of embedded items for metal fabrications, sleeves, anchor bolts, bearing plates, angles, door floor closers, slab depressions for floor finishes, curbs and housekeeping pads, and similar items.
6. Mechanical and Plumbing Work: Show the following:
    a. Sizes and bottom elevations of ductwork, piping, and conduit runs, including insulation, bracing, flanges, and support systems.
    b. Dimensions of major components, such as dampers, valves, diffusers, access doors, cleanouts and electrical distribution equipment.
    c. Fire-rated enclosures around ductwork.
7. Electrical Work: Show the following:
    a. Runs of vertical and horizontal conduit 1-1/4 inches in diameter and larger.
    b. Light fixture, exit light, emergency battery pack, smoke detector, and other fire-alarm locations.
    c. Panel board, switch board, switchgear, transformer, busway, generator, and motor-control center locations.
    d. Location of pull boxes and junction boxes, dimensioned from column center lines.
8. Fire-Protection System: Show the following:
    a. Locations of standpipes, mains piping, branch lines, pipe drops, and sprinkler heads.
9. Review: Architect will review coordination drawings to confirm that in general the Work is being coordinated, but not for the details of the coordination, which are Contractor's responsibility. If Architect determines that coordination drawings are not being prepared in sufficient scope or detail, or are otherwise deficient, Architect will so inform Contractor, who shall make suitable modifications and resubmit.
10. Coordination Drawing Prints: Prepare coordination drawing prints according to requirements in Section 01 33 00 "Submittal Procedures."

C. Coordination Digital Data Files: Prepare coordination digital data files according to the following requirements:
1. Architect will furnish Contractor one set of digital data files of Drawings for use in preparing coordination digital data files.
    a. Architect makes no representations as to the accuracy or completeness of digital data files as they relate to Drawings.

1.7 REQUEST FOR INFORMATION (RFI)

A. General: Immediately on discovery of the need for additional information, clarification, or interpretation of the Contract Documents, Contractor shall prepare and submit an RFI in the form specified.
1. Architect will return without response those RFIs submitted to Architect by other entities controlled by Contractor.
2. Coordinate and submit RFIs in a prompt manner so as to avoid delays in Contractor's work or work of subcontractors.

B. Content of the RFI: Include a detailed, legible description of item needing information or interpretation and the following:

1. Project name.
2. Project number.
3. Date.
4. Name of Contractor.
5. Name of Architect.
6. RFI number, numbered sequentially.
7. RFI subject.
8. Specification Section number and title and related paragraphs, as appropriate.
9. Drawing number and detail references, as appropriate.
10. Field dimensions and conditions, as appropriate.
11. Contractor's suggested resolution. If Contractor's suggested resolution impacts the Contract Time or the Contract Sum, Contractor shall state impact in the RFI.
12. Contractor's signature.
13. Attachments: Include sketches, descriptions, measurements, photos, Product Data, Shop Drawings, coordination drawings, and other information necessary to fully describe items needing interpretation.
    a. Include dimensions, thicknesses, structural grid references, and details of affected materials, assemblies, and attachments on attached sketches.

C. RFI Forms: Software-generated form with substantially the same content as indicated above, acceptable to Architect.
   1. Attachments shall be electronic files in PDF format.

D. Architect's Action: Architect will review each RFI, determine action required, and respond. Allow seven working days for Architect's response for each RFI. RFIs received by Architect after 1:00 p.m. will be considered as received the following working day.
   1. The following Contractor-generated RFIs will be returned without action:
      a. Requests for approval of submittals.
      b. Requests for approval of substitutions.
      c. Requests for approval of Contractor's means and methods.
      d. Requests for coordination information already indicated in the Contract Documents.
      e. Requests for adjustments in the Contract Time or the Contract Sum.
      f. Requests for interpretation of Architect's actions on submittals.
      g. Incomplete RFIs or inaccurately prepared RFIs.
   2. Architect's action may include a request for additional information, in which case Architect's time for response will date from time of receipt by Architect of additional information.
   3. Architect's action on RFIs that may result in a change to the Contract Time or the Contract Sum may be eligible for Contractor to submit Change Proposal according to Section 01 26 00 "Contract Modification Procedures."
      a. If Contractor believes the RFI response warrants change in the Contract Time or the Contract Sum, notify Architect in writing within 10 days of receipt of the RFI response.

E. RFI Log: Prepare, maintain, and submit a tabular log of RFIs organized by the RFI number. Use software log that is part of web-based Project software. Software log with not less than the following:
   1. Project name.
   2. Name and address of Contractor.
   3. Name and address of Architect.
   4. RFI number including RFIs that were returned without action or withdrawn.
   5. RFI description.
   6. Date the RFI was submitted.
   7. Date Architect's response was received.
   8. Identification of related Minor Change in the Work, Construction Change Directive, and Proposal Request, as appropriate.
   9. Identification of related Field Order, Work Change Directive, and Proposal Request, as appropriate.

F. On receipt of Architect's action, update the RFI log and immediately distribute the RFI response to affected parties. Review response and notify Architect within seven days if Contractor disagrees with response.

1.8 DIGITAL PROJECT MANAGEMENT PROCEDURES

A. Architect's Data Files Not Available: Architect will not provide Architect's CAD drawing digital data files for Contractor's use during construction.

B. Web-Based Project Software: Provide, administer, and use web-based Project software site for purposes of hosting and managing Project communication and documentation until Final Completion.

1. Web-based Project software site includes, at a minimum, the following features:
   a. Compilation of Project data, including Contractor, subcontractors, Architect, architect's consultants, Owner, and other entities involved in Project. Include names of individuals and contact information.
   b. Access control for each entity for each workflow process, to determine entity's digital rights to create, modify, view, and print documents.
   c. Document workflow planning, allowing customization of workflow between project entities.
   d. Creation, logging, tracking, and notification for Project communications required in other Specification Sections, including, but not limited to, RFIs, submittals, Minor Changes in the Work, Construction Change Directives, and Change Orders.
   e. Track status of each Project communication in real time, and log time and date when responses are provided.
   f. Procedures for handling PDFs or similar file formats, allowing markups by each entity. Provide security features to lock markups against changes once submitted.
   g. Processing and tracking of payment applications.
   h. Processing and tracking of contract modifications.
   i. Creating and distributing meeting minutes.
   j. Document management for Drawings, Specifications, and coordination drawings, including revision control.
   k. Management of construction progress photographs.
   l. Mobile device compatibility, including smartphones and tablets.
2. At completion of Project, provide digital archive in format that is readable by common desktop software applications in format acceptable to Architect. Provide data in locked format to prevent further changes.
3. Provide one of the following web-based Project software packages under their current published licensing agreements:
   a. Autodesk.
   b. Corecon Technologies, Inc.
   c. Meridian Systems; Prolog.
   d. Newforma, Inc.
   e. Procore Technologies, Inc.
   f. Viewpoint, Inc.; Viewpoint for Project Collaboration.

C. PDF Document Preparation: Where PDFs are required to be submitted to Architect, prepare as follows:

1. Assemble complete submittal package into a single indexed file incorporating submittal requirements of a single Specification Section and transmittal form with links enabling navigation to each item.
2. Name file with submittal number or other unique identifier, including revision identifier.
3. Certifications: Where digitally submitted certificates and certifications are required, provide a digital signature with digital certificate on where indicated.

1.9 PROJECT MEETINGS

A. General: Schedule and conduct meetings and conferences at Project site unless otherwise indicated.

1. Attendees: Inform participants and others involved, and individuals whose presence is required, of date and time of each meeting. Notify Owner and Architect of scheduled meeting dates and times a minimum of 10 working days prior to meeting.
2. Agenda: Prepare the meeting agenda. Distribute the agenda to all invited attendees.
3. Minutes: Entity responsible for conducting meeting will record significant discussions and agreements achieved. Distribute the meeting minutes to everyone concerned, including Owner and Architect, within three (3) days of the meeting.

B. Preconstruction Conference: Schedule and conduct a preconstruction conference before starting construction, at a time convenient to Owner and Architect, but no later than 15 days after execution of the Agreement.
1. Attendees: Authorized representatives of Owner Architect, and their consultants; Contractor and its superintendent; major subcontractors; suppliers; and other concerned parties shall attend the conference. Participants at the conference shall be familiar with Project and authorized to conclude matters relating to the Work.
2. Agenda: Discuss items of significance that could affect progress, including the following:
   a. Responsibilities and personnel assignments.
   b. Tentative construction schedule.
   c. Phasing.
   d. Critical work sequencing and long lead items.
   e. Designation of key personnel and their duties.
   f. Lines of communications.
   g. Use of web-based Project software.
   h. Procedures for processing field decisions and Change Orders.
   i. Procedures for RFIs.
   j. Procedures for testing and inspecting.
   k. Procedures for processing Applications for Payment.
   l. Distribution of the Contract Documents.
   m. Submittal procedures.
   n. Sustainable design requirements.
   o. Preparation of Record Documents.
   p. Use of the premises and existing building.
   q. Work restrictions.
   r. Working hours.
   s. Owner's occupancy requirements.
   t. Responsibility for temporary facilities and controls.
   u. Procedures for moisture and mold control.
   v. Procedures for disruptions and shutdowns.
   w. Construction waste management and recycling.
   x. Parking availability.
   y. Office, work, and storage areas.
   z. Equipment deliveries and priorities.
   aa. First aid.
   bb. Security.
   cc. Progress cleaning.
3. Minutes: Entity responsible for conducting meeting will record and distribute meeting minutes.

C. Project Closeout Conference: Schedule and conduct a project closeout conference, at a time convenient to Owner and Architect, but no later than 90 days prior to the scheduled date of Substantial Completion.
1. Conduct the conference to review requirements and responsibilities related to Project closeout.
2. Attendees: Authorized representatives of Owner, Architect, and their consultants; Contractor and its superintendent; major subcontractors; suppliers; and other concerned parties shall attend the meeting. Participants at the meeting shall be familiar with Project and authorized to conclude matters relating to the Work.

3. Agenda: Discuss items of significance that could affect or delay Project closeout, including the following:
    a. Preparation of Record Documents.
    b. Procedures required prior to inspection for Substantial Completion and for final inspection for acceptance.
    c. Procedures for completing and archiving web-based Project software site data files.
    d. Submittal of written warranties.
    e. Requirements for completing sustainable design documentation.
    f. Requirements for preparing operations and maintenance data.
    g. Requirements for delivery of material samples, attic stock, and spare parts.
    h. Requirements for demonstration and training.
    i. Preparation of Contractor's punch list.
    j. Procedures for processing Applications for Payment at Substantial Completion and for final payment.
    k. Submittal procedures.
    l. Coordination of separate contracts.
    m. Owner's partial occupancy requirements.
    n. Installation of Owner's furniture, fixtures, and equipment.
    o. Responsibility for removing temporary facilities and controls.
4. Minutes: Entity conducting meeting will record and distribute meeting minutes.

D. Coordination Meetings: Conduct Project coordination meetings when it is necessary. Project coordination meetings are in addition to specific meetings held for other purposes, such as progress meetings and preinstallation conferences.
1. Attendees: In addition to representatives of Owner and Architect, each contractor, subcontractor, supplier, and other entity concerned with current progress or involved in planning, coordination, or performance of future activities shall be represented at these meetings. All participants at the meetings shall be familiar with Project and authorized to conclude matters relating to the Work.
2. Agenda: Review and correct or approve minutes of the previous coordination meeting. Review other items of significance that could affect progress. Include topics for discussion as appropriate to status of Project.
    a. Combined Contractor's Construction Schedule: Review progress since the last coordination meeting. Determine whether each contract is on time, ahead of schedule, or behind schedule, in relation to combined Contractor's construction schedule. Determine how construction behind schedule will be expedited; secure commitments from parties involved to do so. Discuss whether schedule revisions are required to ensure that current and subsequent activities will be completed within the Contract Time.
    b. Schedule Updating: Revise combined Contractor's construction schedule after each coordination meeting where revisions to the schedule have been made or recognized. Issue revised schedule concurrently with report of each meeting.
    c. Review present and future needs of each contractor present, including the following:
        1) Interface requirements.
        2) Sequence of operations.
        3) Resolution of BIM component conflicts.
        4) Status of submittals.
        5) Deliveries.
        6) Off-site fabrication.
        7) Access.
        8) Site use.
        9) Temporary facilities and controls.
        10) Work hours.
        11) Hazards and risks.
        12) Progress cleaning.

13) Quality and work standards.
14) Status of RFIs.
15) Proposal Requests.
16) Change Orders.
17) Pending changes.

3. Reporting: Record meeting results and distribute copies to everyone in attendance and to others affected by decisions or actions resulting from each meeting.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 31 00

01 32 00
CONSTRUCTION PROGRESS DOCUMENTATION

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for documenting the progress of construction during performance of the Work, including the following:
   1. Startup construction schedule.
   2. Contractor's Construction Schedule.
   3. Construction schedule updating reports.
   4. Material location reports.
   5. Site condition reports.
   6. Unusual event reports.

1.3 DEFINITIONS

A. Activity: A discrete part of a project that can be identified for planning, scheduling, monitoring, and controlling the construction Project. Activities included in a construction schedule consume time and resources.
   1. Critical Activity: An activity on the critical path that must start and finish on the planned early start and finish times.
   2. Predecessor Activity: An activity that precedes another activity in the network.
   3. Successor Activity: An activity that follows another activity in the network.

B. Cost Loading: The allocation of the schedule of values for completing an activity as scheduled. The sum of costs for all activities must equal the total Contract Sum.

C. CPM: Critical path method, which is a method of planning and scheduling a construction project where activities are arranged based on activity relationships. Network calculations determine when activities can be performed and the critical path of Project.

D. Critical Path: The longest connected chain of interdependent activities through the network schedule that establishes the minimum overall Project duration and contains no float.

E. Event: The starting or ending point of an activity.

F. Float: The measure of leeway in starting and completing an activity.
   1. Float time is not for the exclusive use or benefit of either Owner or Contractor, but is a jointly owned, expiring Project resource available to both parties as needed to meet schedule milestones and Contract completion date.
   2. Free float is the amount of time an activity can be delayed without adversely affecting the early start of the successor activity.
   3. Total float is the measure of leeway in starting or completing an activity without adversely affecting the planned Project completion date.

G. Resource Loading: The allocation of manpower and equipment necessary for completing an activity as scheduled.

1.4 INFORMATIONAL SUBMITTALS

A. Format for Submittals: Submit required submittals in the following format:
   1. PDF file.

B. Startup construction schedule.
   1. Submittal of cost-loaded, startup construction schedule will not constitute approval of schedule of values for cost-loaded activities.

C. Contractor's Construction Schedule: Initial schedule, of size required to display entire schedule for entire construction period.
   1. Submit a working digital copy of schedule, using software indicated, and labeled to comply with requirements for submittals.

D. Construction Schedule Updating Reports: Submit with Applications for Payment.

E. Site Condition Reports: Submit at time of discovery of differing conditions.

F. Unusual Event Reports: Submit at time of unusual event.
G. Qualification Data: For scheduling consultant.

1.5 COORDINATION
A. Coordinate Contractor's Construction Schedule with the schedule of values, submittal schedule, progress reports, payment requests, and other required schedules and reports.
1. Secure time commitments for performing critical elements of the Work from entities involved.
2. Coordinate each construction activity in the network with other activities and schedule them in proper sequence.

1.6 CONTRACTOR'S CONSTRUCTION SCHEDULE, GENERAL
A. Computer Scheduling Software: Prepare schedules using current version of a program that has been developed specifically to manage construction schedules.
1. Use Scheduling component of Project website software specified in Section 01 31 00 "Project Management and Coordination," for current operating system.
B. Time Frame: Extend schedule from date established for commencement of the Work to date of Substantial Completion.
1. Contract completion date shall not be changed by submission of a schedule that shows an early completion date, unless specifically authorized by Change Order.
C. Activities: Treat each floor or separate area as a separate numbered activity for each main element of the Work. Comply with the following:
1. Activity Duration: Define activities so no activity is longer than 20 days, unless specifically allowed by Architect.
2. Procurement Activities: Include procurement process activities for the following long lead items and major items, requiring a cycle of more than 60 days, as separate activities in schedule. Procurement cycle activities include, but are not limited to, submittals, approvals, purchasing, fabrication, and delivery.
3. Submittal Review Time: Include review and resubmittal times indicated in Section 01 33 00 "Submittal Procedures" in schedule. Coordinate submittal review times in Contractor's Construction Schedule with submittal schedule.
4. Substantial Completion: Indicate completion in advance of date established for Substantial Completion and allow time for Architect's administrative procedures necessary for certification of Substantial Completion.
5. Punch List and Final Completion: Include not more than 30 days for completion of punch list items and final completion.
D. Constraints: Include constraints and work restrictions indicated in the Contract Documents and as follows in schedule and show how the sequence of the Work is affected.
1. Phasing: Arrange list of activities on schedule by phase.
2. Work under More Than One Contract: Include a separate activity for each contract.
3. Work by Owner: Include a separate activity for each portion of the Work performed by Owner.
4. Products Ordered in Advance: Include a separate activity for each product. Include delivery date indicated in Section 01 10 00 "Summary." Delivery dates indicated stipulate the earliest possible delivery date.
5. Owner-Furnished Products: Include a separate activity for each product. Include delivery date indicated in Section 01 10 00 "Summary." Delivery dates indicated stipulate the earliest possible delivery date.
6. Work Restrictions: Show the effect of the following items on the schedule:
a. Coordination with existing construction.
b. Limitations of continued occupancies.
c. Uninterruptible services.
d. Partial occupancy before Substantial Completion.
e. Use-of-premises restrictions.
f. Provisions for future construction.
g. Seasonal variations.

h. Environmental control.

7. Work Stages: Indicate important stages of construction for each major portion of the Work, including, but not limited to, the following:
   a. Subcontract awards.
   b. Submittals.
   c. Purchases.
   d. Mockups.
   e. Fabrication.
   f. Sample testing.
   g. Deliveries.
   h. Installation.
   i. Tests and inspections.
   j. Adjusting.
   k. Curing.
   l. Building flush-out.
   m. Startup and placement into final use and operation.
   n. Commissioning.
8. Construction Areas: Identify each major area of construction for each major portion of the Work. Indicate where each construction activity within a major area must be sequenced or integrated with other construction activities to provide for the following:
   a. Structural completion.
   b. Temporary enclosure and space conditioning.
   c. Permanent space enclosure.
   d. Completion of mechanical installation.
   e. Completion of electrical installation.
   f. Substantial Completion.

E. Milestones: Include milestones indicated in the Contract Documents in schedule, including, but not limited to, the Notice to Proceed, Substantial Completion, and final completion[.], and the following interim milestones:
1. Temporary enclosure and space conditioning.

F. Upcoming Work Summary: Prepare summary report indicating activities scheduled to occur or commence prior to submittal of next schedule update. Summarize the following issues:
1. Unresolved issues.
2. Unanswered Requests for Information.
3. Rejected or unreturned submittals.
4. Notations on returned submittals.
5. Pending modifications affecting the Work and the Contract Time.

G. Contractor's Construction Schedule Updating: At by-weekly intervals, update schedule to reflect actual construction progress and activities.
1. Revise schedule immediately after each meeting or other activity where revisions have been recognized or made. Issue updated schedule concurrently with the report of each such meeting.
2. Include a report with updated schedule that indicates every change, including, but not limited to, changes in logic, durations, actual starts and finishes, and activity durations.
3. As the Work progresses, indicate final completion percentage for each activity.

H. Recovery Schedule: When periodic update indicates the Work is 14 or more calendar days behind the current approved schedule, submit a separate recovery schedule indicating means by which Contractor intends to regain compliance with the schedule. Indicate changes to working hours, working days, crew sizes, equipment required to achieve compliance, and date by which recovery will be accomplished.

I. Distribution: Distribute copies of approved schedule to Architect Owner, separate contractors, testing and inspecting agencies, and other parties identified by Contractor with a need-to-know schedule responsibility.
1. Post copies in Project meeting rooms and temporary field offices.
2. When revisions are made, distribute updated schedules to the same parties and post in the same locations. Delete parties from distribution when they have completed their

assigned portion of the Work and are no longer involved in performance of construction activities.

1.7 STARTUP CONSTRUCTION SCHEDULE

A. Gantt-Chart Schedule: Submit startup, horizontal, Gantt-chart-type construction schedule within seven days of date established for the Notice to Proceed.

B. Preparation: Indicate each significant construction activity separately. Identify first workday of each week with a continuous vertical line. Outline significant construction activities for first 90 days of construction. Include skeleton diagram for the remainder of the Work and a cash requirement prediction based on indicated activities.

1.8 GANTT-CHART SCHEDULE REQUIREMENTS

A. Gantt-Chart Schedule: Submit a comprehensive, fully developed, horizontal, Gantt-chart-type, Contractor's Construction Schedule within 30 days of date established for the Notice to Proceed.

1. Base schedule on the startup construction schedule and additional information received since the start of Project.

B. Preparation: Indicate each significant construction activity separately. Identify first workday of each week with a continuous vertical line.

1. For construction activities that require three months or longer to complete, indicate an estimated completion percentage in 10 percent increments within time bar.

1.9 REPORTS

A. Site Condition Reports: Immediately on discovery of a difference between site conditions and the Contract Documents, prepare and submit a detailed report. Submit with a Request for Information. Include a detailed description of the differing conditions, together with recommendations for changing the Contract Documents.

B. Unusual Event Reports: When an event of an unusual and significant nature occurs at Project site, whether or not related directly to the Work, prepare and submit a special report. List chain of events, persons participating, responses by Contractor's personnel, evaluation of results or effects, and similar pertinent information. Advise Owner in advance when these events are known or predictable.

1. Submit unusual event reports directly to Owner within one day(s) of an occurrence. Distribute copies of report to parties affected by the occurrence.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 32 00

01 33 00
SUBMITTAL PROCEDURES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section Includes:
   1. Submittal schedule requirements.
   2. Administrative and procedural requirements for submittals.

B. Related Requirements:
   1. Section 01 29 00 "Payment Procedures" for submitting Applications for Payment and the schedule of values.
   2. Section 01 31 00 "Project Management and Coordination" for submitting coordination drawings and subcontract list and for requirements for web-based Project software.
   3. Section 01 32 00 "Construction Progress Documentation" for submitting schedules and reports, including Contractor's construction schedule.
   4. Section 01 40 00 "Quality Requirements" for submitting test and inspection reports, and schedule of tests and inspections.
   5. Section 01 77 00 "Closeout Procedures" for submitting closeout submittals and maintenance material submittals.

1.3 DEFINITIONS

A. Action Submittals: Written and graphic information and physical samples that require Architect's responsive action. Action submittals are those submittals indicated in individual Specification Sections as "action submittals."

B. Informational Submittals: Written and graphic information and physical samples that do not require Architect's responsive action. Submittals may be rejected for not complying with requirements. Informational submittals are those submittals indicated in individual Specification Sections as "informational submittals."

1.4 SUBMITTAL SCHEDULE

A. Submittal Schedule: Submit, as an action submittal, a list of submittals, arranged in chronological order by dates required by construction schedule. Include time required for review, ordering, manufacturing, fabrication, and delivery when establishing dates. Include additional time required for making corrections or revisions to submittals noted by Architect and additional time for handling and reviewing submittals required by those corrections.
   1. Coordinate submittal schedule with list of subcontracts, the schedule of values, and Contractor's construction schedule.
   2. Initial Submittal: Submit concurrently with startup construction schedule. Include submittals required during the first 60 days of construction. List those submittals required to maintain orderly progress of the Work and those required early because of long lead time for manufacture or fabrication.
   3. Final Submittal: Submit concurrently with the first complete submittal of Contractor's construction schedule.
      a. Submit revised submittal schedule to reflect changes in current status and timing for submittals.
   4. Format: Arrange the following information in a tabular format:
      a. Scheduled date for first submittal.
      b. Specification Section number and title.
      c. Submittal Category: Action; informational.
      d. Name of subcontractor.
      e. Description of the Work covered.
      f. Scheduled date for Architect's final release or approval.

1.5 SUBMITTAL FORMATS

A. Submittal Information: Include the following information in each submittal:
   1. Project name.
   2. Date.
   3. Name of Architect.
   4. Name of Construction Manager.
   5. Name of Contractor.
   6. Name of firm or entity that prepared submittal.
   7. Names of subcontractor, manufacturer, and supplier.
   8. Unique submittal number, including revision identifier. Include Specification Section number with sequential alphanumeric identifier; and alphanumeric suffix for resubmittals.
   9. Category and type of submittal.
   10. Submittal purpose and description.
   11. Number and title of Specification Section, with paragraph number and generic name for each of multiple items.
   12. Drawing number and detail references, as appropriate.
   13. Indication of full or partial submittal.
   14. Location(s) where product is to be installed, as appropriate.
   15. Other necessary identification.
   16. Remarks.
   17. Signature of transmitter.

B. Options: Identify options requiring selection by Architect.

C. Deviations and Additional Information: On each submittal, clearly indicate deviations from requirements in the Contract Documents, including minor variations and limitations; include relevant additional information and revisions, other than those requested by Architect on previous submittals. Indicate by highlighting on each submittal or noting on attached separate sheet.

D. PDF Submittals: Prepare submittals as PDF package, incorporating complete information into each PDF file. Name PDF file with submittal number.

E. Submittals for Web-Based Project Software: Prepare submittals as PDF files, or other format indicated by Project software website.

1.6 SUBMITTAL PROCEDURES

A. Prepare and submit submittals required by individual Specification Sections. Types of submittals are indicated in individual Specification Sections.
   1. Web-Based Project Software: Prepare submittals in PDF form, and upload to web-based Project software website. Enter required data in web-based software site to fully identify submittal.

B. Coordination: Coordinate preparation and processing of submittals with performance of construction activities.
   1. Coordinate each submittal with fabrication, purchasing, testing, delivery, other submittals, and related activities that require sequential activity.
   2. Submit all submittal items required for each Specification Section concurrently unless partial submittals for portions of the Work are indicated on approved submittal schedule.
   3. Submit action submittals and informational submittals required by the same Specification Section as separate packages under separate transmittals.
   4. Coordinate transmittal of submittals for related parts of the Work specified in different Sections so processing will not be delayed because of need to review submittals concurrently for coordination.
      a. Architect reserves the right to withhold action on a submittal requiring coordination with other submittals until related submittals are received.

C. Processing Time: Allow time for submittal review, including time for resubmittals, as follows. Time for review shall commence on Architect's receipt of submittal. No extension of the Contract Time will be authorized because of failure to transmit submittals enough in advance of the Work to permit processing, including resubmittals.

1. Initial Review: Allow 15 days for initial review of each submittal. Allow additional time if coordination with subsequent submittals is required. Architect will advise Contractor when a submittal being processed must be delayed for coordination.
2. Intermediate Review: If intermediate submittal is necessary, process it in same manner as initial submittal.
3. Resubmittal Review: Allow 15 days for review of each resubmittal.
4. Sequential Review: Where sequential review of submittals by Architect's consultants, Owner, or other parties is indicated, allow 21 days for initial review of each submittal.
5. Concurrent Consultant Review: Where the Contract Documents indicate that submittals may be transmitted simultaneously to Architect and to Architect's consultants, allow 15 days for review of each submittal. Submittal will be returned to Architect before being returned to Contractor.
    a. Submit one copy of submittal to concurrent reviewer in addition to specified number of copies to Architect.

D. Resubmittals: Make resubmittals in same form and number of copies as initial submittal.
1. Note date and content of previous submittal.
2. Note date and content of revision in label or title block and clearly indicate extent of revision.
3. Resubmit submittals until they are marked with approval notation from Architect's action stamp.

E. Distribution: Furnish copies of final submittals to manufacturers, subcontractors, suppliers, fabricators, installers, authorities having jurisdiction, and others as necessary for performance of construction activities. Show distribution on transmittal forms.

F. Use for Construction: Retain complete copies of submittals on Project site. Use only final action submittals that are marked with approval notation from Architect's action stamp.

1.7 SUBMITTAL REQUIREMENTS

A. Product Data: Collect information into a single submittal for each element of construction and type of product or equipment.
1. If information must be specially prepared for submittal because standard published data are unsuitable for use, submit as Shop Drawings, not as Product Data.
2. Mark each copy of each submittal to show which products and options are applicable.
3. Include the following information, as applicable:
    a. Manufacturer's catalog cuts.
    b. Manufacturer's product specifications.
    c. Standard color charts.
    d. Statement of compliance with specified referenced standards.
    e. Testing by recognized testing agency.
    f. Application of testing agency labels and seals.
    g. Notation of coordination requirements.
    h. Availability and delivery time information.
4. For equipment, include the following in addition to the above, as applicable:
    a. Wiring diagrams that show factory-installed wiring.
    b. Printed performance curves.
    c. Operational range diagrams.
    d. Clearances required to other construction, if not indicated on accompanying Shop Drawings.
5. Submit Product Data before Shop Drawings, and before or concurrent with Samples.

B. Shop Drawings: Prepare Project-specific information, drawn accurately to scale. Do not base Shop Drawings on reproductions of the Contract Documents or standard printed data.
1. Preparation: Fully illustrate requirements in the Contract Documents. Include the following information, as applicable:
    a. Identification of products.
    b. Schedules.
    c. Compliance with specified standards.
    d. Notation of coordination requirements.

e. Notation of dimensions established by field measurement.
f. Relationship and attachment to adjoining construction clearly indicated.
g. Seal and signature of professional engineer if specified.

C. Samples: Submit Samples for review of kind, color, pattern, and texture for a check of these characteristics with other materials.
1. Transmit Samples that contain multiple, related components such as accessories together in one submittal package.
2. Identification: Permanently attach label on unexposed side of Samples that includes the following:
a. Project name and submittal number.
b. Generic description of Sample.
c. Product name and name of manufacturer.
d. Sample source.
e. Number and title of applicable Specification Section.
f. Specification paragraph number and generic name of each item.
3. Disposition: Maintain sets of approved Samples at Project site, available for quality-control comparisons throughout the course of construction activity. Sample sets may be used to determine final acceptance of construction associated with each set.
a. Samples that may be incorporated into the Work are indicated in individual Specification Sections. Such Samples must be in an undamaged condition at time of use.
b. Samples not incorporated into the Work, or otherwise designated as Owner's property, are the property of Contractor.
4. Samples for Initial Selection: Submit manufacturer's color charts consisting of units or sections of units showing the full range of colors, textures, and patterns available.
a. Number of Samples: Submit one (1) full set(s) of available choices where color, pattern, texture, or similar characteristics are required to be selected from manufacturer's product line. Architect will return submittal with options selected.
5. Samples for Verification: Submit full-size units or Samples of size indicated, prepared from same material to be used for the Work, cured and finished in manner specified, and physically identical with material or product proposed for use, and that show full range of color and texture variations expected. Samples include, but are not limited to, the following: partial sections of manufactured or fabricated components; small cuts or containers of materials; complete units of repetitively used materials; swatches showing color, texture, and pattern; color range sets; and components used for independent testing and inspection.
a. Number of Samples: Submit three sets of Samples. Architect will retain two Sample sets; remainder will be returned.
1) Submit a single Sample where assembly details, workmanship, fabrication techniques, connections, operation, and other similar characteristics are to be demonstrated.
2) If variation in color, pattern, texture, or other characteristic is inherent in material or product represented by a Sample, submit at least three sets of paired units that show approximate limits of variations.

D. Product Schedule: As required in individual Specification Sections, prepare a written summary indicating types of products required for the Work and their intended location. Include the following information in tabular form:
1. Type of product. Include unique identifier for each product indicated in the Contract Documents or assigned by Contractor if none is indicated.
2. Manufacturer and product name, and model number if applicable.
3. Number and name of room or space.
4. Location within room or space.

E. Qualification Data: Prepare written information that demonstrates capabilities and experience of firm or person. Include lists of completed projects with project names and addresses, contact information of architects and owners, and other information specified.

F. Design Data: Prepare and submit written and graphic information indicating compliance with indicated performance and design criteria in individual Specification Sections. Include list of assumptions and summary of loads. Include load diagrams if applicable. Provide name and version of software, if any, used for calculations. Number each page of submittal.

G. Certificates:
   1. Certificates and Certifications Submittals: Submit a statement that includes signature of entity responsible for preparing certification. Certificates and certifications shall be signed by an officer or other individual authorized to sign documents on behalf of that entity. Provide a notarized signature where indicated.
   2. Installer Certificates: Submit written statements on manufacturer's letterhead certifying that Installer complies with requirements in the Contract Documents and, where required, is authorized by manufacturer for this specific Project.
   3. Manufacturer Certificates: Submit written statements on manufacturer's letterhead certifying that manufacturer complies with requirements in the Contract Documents. Include evidence of manufacturing experience where required.
   4. Material Certificates: Submit written statements on manufacturer's letterhead certifying that material complies with requirements in the Contract Documents.
   5. Product Certificates: Submit written statements on manufacturer's letterhead certifying that product complies with requirements in the Contract Documents.
   6. Welding Certificates: Prepare written certification that welding procedures and personnel comply with requirements in the Contract Documents. Submit record of Welding Procedure Specification and Procedure Qualification Record on AWS forms. Include names of firms and personnel certified.

H. Test and Research Reports:
   1. Compatibility Test Reports: Submit reports written by a qualified testing agency, on testing agency's standard form, indicating and interpreting results of compatibility tests performed before installation of product. Include written recommendations for primers and substrate preparation needed for adhesion.
   2. Field Test Reports: Submit written reports indicating and interpreting results of field tests performed either during installation of product or after product is installed in its final location, for compliance with requirements in the Contract Documents.
   3. Material Test Reports: Submit reports written by a qualified testing agency, on testing agency's standard form, indicating and interpreting test results of material for compliance with requirements in the Contract Documents.
   4. Preconstruction Test Reports: Submit reports written by a qualified testing agency, on testing agency's standard form, indicating and interpreting results of tests performed before installation of product, for compliance with performance requirements in the Contract Documents.
   5. Product Test Reports: Submit written reports indicating that current product produced by manufacturer complies with requirements in the Contract Documents. Base reports on evaluation of tests performed by manufacturer and witnessed by a qualified testing agency, or on comprehensive tests performed by a qualified testing agency.
   6. Research Reports: Submit written evidence, from a model code organization acceptable to authorities having jurisdiction, that product complies with building code in effect for Project. Include the following information:
      a. Name of evaluation organization.
      b. Date of evaluation.
      c. Time period when report is in effect.
      d. Product and manufacturers' names.
      e. Description of product.
      f. Test procedures and results.
      g. Limitations of use.

1.8 DELEGATED-DESIGN SERVICES

A. Performance and Design Criteria: Where professional design services or certifications by a design professional are specifically required of Contractor by the Contract Documents, provide products and systems complying with specific performance and design criteria indicated.
   1. If criteria indicated are insufficient to perform services or certification required, submit a written request for additional information to Architect.

B. Delegated-Design Services Certification: In addition to Shop Drawings, Product Data, and other required submittals, submit digitally signed PDF file paper copies of certificate, signed and sealed by the responsible design professional, for each product and system specifically assigned to Contractor to be designed or certified by a design professional.
   1. Indicate that products and systems comply with performance and design criteria in the Contract Documents. Include list of codes, loads, and other factors used in performing these services.

1.9 CONTRACTOR'S REVIEW

A. Action Submittals and Informational Submittals: Review each submittal and check for coordination with other Work of the Contract and for compliance with the Contract Documents. Note corrections and field dimensions. Mark with approval stamp before submitting to Architect.

B. Contractor's Approval: Indicate Contractor's approval for each submittal with a uniform approval stamp and indication in web-based Project software. Include name of reviewer, date of Contractor's approval, and statement certifying that submittal has been reviewed, checked, and approved for compliance with the Contract Documents.
   1. Architect will not review submittals received from Contractor that do not have Contractor's review and approval.

1.10 ARCHITECT'S REVIEW

A. Action Submittals: Architect will review each submittal, indicate corrections or revisions required, and return it.
   1. Submittals by Web-Based Project Software: Architect will indicate, on Project software website, the appropriate action.

B. Informational Submittals: Architect will review each submittal and will not return it, or will return it if it does not comply with requirements. Architect will forward each submittal to appropriate party.

C. Partial submittals prepared for a portion of the Work will be reviewed when use of partial submittals has received prior approval from Architect.

D. Incomplete submittals are unacceptable, will be considered nonresponsive, and will be returned for resubmittal without review.

E. Architect will return without review submittals received from sources other than Contractor.

F. Submittals not required by the Contract Documents will be returned by Architect without action.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 33 00

01 40 00
QUALITY REQUIREMENTS

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for quality assurance and quality control.

B. Testing and inspection services are required to verify compliance with requirements specified or indicated. These services do not relieve Contractor of responsibility for compliance with the Contract Document requirements.

1. Specific quality-assurance and quality-control requirements for individual work results are specified in their respective Specification Sections. Requirements in individual Sections may also cover production of standard products.
2. Specified tests, inspections, and related actions do not limit Contractor's other quality-assurance and quality-control procedures that facilitate compliance with the Contract Document requirements.
3. Requirements for Contractor to provide quality-assurance and quality-control services required by Architect, Owner, or authorities having jurisdiction are not limited by provisions of this Section.
4. Specific test and inspection requirements are not specified in this Section.

1.3 DEFINITIONS

A. Experienced: When used with an entity or individual, "experienced" unless otherwise further described means having successfully completed a minimum of five previous projects similar in nature, size, and extent to this Project; being familiar with special requirements indicated; and having complied with requirements of authorities having jurisdiction.

B. Field Quality-Control Tests: Tests and inspections that are performed on-site for installation of the Work and for completed Work.

C. Installer/Applicator/Erector: Contractor or another entity engaged by Contractor as an employee, Subcontractor, or Sub-subcontractor, to perform a particular construction operation, including installation, erection, application, assembly, and similar operations.

1. Use of trade-specific terminology in referring to a trade or entity does not require that certain construction activities be performed by accredited or unionized individuals, or that requirements specified apply exclusively to specific trade(s).

D. Mockups: Full-size physical assemblies that are constructed on-site either as freestanding temporary built elements or as part of permanent construction. Mockups are constructed to verify selections made under Sample submittals; to demonstrate aesthetic effects and qualities of materials and execution; to review coordination, testing, or operation; to show interface between dissimilar materials; and to demonstrate compliance with specified installation tolerances. Mockups are not Samples. Unless otherwise indicated, approved mockups establish the standard by which the Work will be judged.

1. Laboratory Mockups: Full-size physical assemblies constructed and tested at testing facility to verify performance characteristics.
2. Integrated Exterior Mockups: Mockups of the exterior envelope constructed on-site as freestanding temporary built elements or as part of permanent construction, consisting of multiple products, assemblies, and subassemblies.
3. Room Mockups: Mockups of typical interior spaces complete with wall, floor, and ceiling finishes; doors; windows; millwork; casework; specialties; furnishings and equipment; and lighting.

E. Preconstruction Testing: Tests and inspections performed specifically for Project before products and materials are incorporated into the Work, to verify performance or compliance with specified criteria.

F. Product Tests: Tests and inspections that are performed by a nationally recognized testing laboratory (NRTL) according to 29 CFR 1910.7, by a testing agency accredited according to NIST's National Voluntary Laboratory Accreditation Program (NVLAP), or by a testing agency qualified to conduct product testing and acceptable to authorities having jurisdiction, to establish product performance and compliance with specified requirements.

G. Source Quality-Control Tests: Tests and inspections that are performed at the source; for example, plant, mill, factory, or shop.

H. Testing Agency: An entity engaged to perform specific tests, inspections, or both. Testing laboratory shall mean the same as testing agency.

I. Quality-Assurance Services: Activities, actions, and procedures performed before and during execution of the Work to guard against defects and deficiencies and substantiate that proposed construction will comply with requirements.

J. Quality-Control Services: Tests, inspections, procedures, and related actions during and after execution of the Work to evaluate that actual products incorporated into the Work and completed construction comply with requirements. Contractor's quality-control services do not include contract administration activities performed by Architect.

1.4 DELEGATED-DESIGN SERVICES

A. Performance and Design Criteria: Where professional design services or certifications by a design professional are specifically required of Contractor by the Contract Documents, provide products and systems complying with specific performance and design criteria indicated.
   1. If criteria indicated are not sufficient to perform services or certification required, submit a written request for additional information to Architect.

1.5 CONFLICTING REQUIREMENTS

A. Conflicting Standards and Other Requirements: If compliance with two or more standards or requirements are specified and the standards or requirements establish different or conflicting requirements for minimum quantities or quality levels, comply with the most stringent requirement. Refer conflicting requirements that are different, but apparently equal, to Architect for direction before proceeding.

B. Minimum Quantity or Quality Levels: The quantity or quality level shown or specified shall be the minimum provided or performed. The actual installation may comply exactly with the minimum quantity or quality specified, or it may exceed the minimum within reasonable limits. To comply with these requirements, indicated numeric values are minimum or maximum, as appropriate, for the context of requirements. Refer uncertainties to Architect for a decision before proceeding.

1.6 ACTION SUBMITTALS

A. Delegated-Design Services Submittal: In addition to Shop Drawings, Product Data, and other required submittals, submit a statement signed and sealed by the responsible design professional, for each product and system specifically assigned to Contractor to be designed or certified by a design professional, indicating that the products and systems are in compliance with performance and design criteria indicated. Include list of codes, loads, and other factors used in performing these services.

1.7 INFORMATIONAL SUBMITTALS

A. Contractor's Quality-Control Plan: For quality-assurance and quality-control activities and responsibilities.

B. Qualification Data: For Contractor's quality-control personnel.

C. Contractor's Statement of Responsibility: When required by authorities having jurisdiction, submit copy of written statement of responsibility submitted to authorities having jurisdiction before starting work on the following systems:
   1. Seismic-force-resisting system, designated seismic system, or component listed in the Statement of Special Inspections.
   2. Main wind-force-resisting system or a wind-resisting component listed in the Statement of Special Inspections.

D. Testing Agency Qualifications: For testing agencies specified in "Quality Assurance" Article to demonstrate their capabilities and experience. Include proof of qualifications in the form of a recent report on the inspection of the testing agency by a recognized authority.
E. Schedule of Tests and Inspections: Prepare in tabular form and include the following:
   1. Specification Section number and title.
   2. Entity responsible for performing tests and inspections.
   3. Description of test and inspection.
   4. Identification of applicable standards.
   5. Identification of test and inspection methods.
   6. Number of tests and inspections required.
   7. Time schedule or time span for tests and inspections.
   8. Requirements for obtaining samples.
   9. Unique characteristics of each quality-control service.
F. Reports: Prepare and submit certified written reports and documents as specified.
G. Permits, Licenses, and Certificates: For Owner's record, submit copies of permits, licenses, certifications, inspection reports, releases, jurisdictional settlements, notices, receipts for fee payments, judgments, correspondence, records, and similar documents established for compliance with standards and regulations bearing on performance of the Work.

1.8 CONTRACTOR'S QUALITY-CONTROL PLAN

A. Quality-Control Plan, General: Submit quality-control plan within 10 days of Notice to Proceed, and not less than five days prior to preconstruction conference. Submit in format acceptable to Architect. Identify personnel, procedures, controls, instructions, tests, records, and forms to be used to carry out Contractor's quality-assurance and quality-control responsibilities. Coordinate with Contractor's Construction Schedule.
B. Quality-Control Personnel Qualifications: Engage qualified personnel trained and experienced in managing and executing quality-assurance and quality-control procedures similar in nature and extent to those required for Project.
   1. Project quality-control manager may also serve as Project superintendent.
C. Submittal Procedure: Describe procedures for ensuring compliance with requirements through review and management of submittal process. Indicate qualifications of personnel responsible for submittal review.
D. Testing and Inspection: In quality-control plan, include a comprehensive schedule of Work requiring testing or inspection, including the following:
   1. Contractor-performed tests and inspections including Subcontractor-performed tests and inspections. Include required tests and inspections and Contractor-elected tests and inspections. Distinguish source quality-control tests and inspections from field quality-control tests and inspections.
   2. Special inspections required by authorities having jurisdiction and indicated on the Statement of Special Inspections.
   3. Owner-performed tests and inspections indicated in the Contract Documents.
E. Continuous Inspection of Workmanship: Describe process for continuous inspection during construction to identify and correct deficiencies in workmanship in addition to testing and inspection specified. Indicate types of corrective actions to be required to bring work into compliance with standards of workmanship established by Contract requirements and approved mockups.
F. Monitoring and Documentation: Maintain testing and inspection reports including log of approved and rejected results. Include work Architect has indicated as nonconforming or defective. Indicate corrective actions taken to bring nonconforming work into compliance with requirements. Comply with requirements of authorities having jurisdiction.

1.9 REPORTS AND DOCUMENTS

A. Test and Inspection Reports: Prepare and submit certified written reports specified in other Sections. Include the following:
   1. Date of issue.
   2. Project title and number.

3. Name, address, telephone number, and email address of testing agency.
4. Dates and locations of samples and tests or inspections.
5. Names of individuals making tests and inspections.
6. Description of the Work and test and inspection method.
7. Identification of product and Specification Section.
8. Complete test or inspection data.
9. Test and inspection results and an interpretation of test results.
10. Record of temperature and weather conditions at time of sample taking and testing and inspection.
11. Comments or professional opinion on whether tested or inspected Work complies with the Contract Document requirements.
12. Name and signature of laboratory inspector.
13. Recommendations on retesting and reinspecting.

B. Manufacturer's Technical Representative's Field Reports: Prepare written information documenting manufacturer's technical representative's tests and inspections specified in other Sections. Include the following:
1. Name, address, telephone number, and email address of technical representative making report.
2. Statement on condition of substrates and their acceptability for installation of product.
3. Statement that products at Project site comply with requirements.
4. Summary of installation procedures being followed, whether they comply with requirements and, if not, what corrective action was taken.
5. Results of operational and other tests and a statement of whether observed performance complies with requirements.
6. Statement whether conditions, products, and installation will affect warranty.
7. Other required items indicated in individual Specification Sections.

C. Factory-Authorized Service Representative's Reports: Prepare written information documenting manufacturer's factory-authorized service representative's tests and inspections specified in other Sections. Include the following:
1. Name, address, telephone number, and email address of factory-authorized service representative making report.
2. Statement that equipment complies with requirements.
3. Results of operational and other tests and a statement of whether observed performance complies with requirements.
4. Statement whether conditions, products, and installation will affect warranty.
5. Other required items indicated in individual Specification Sections.

1.10 QUALITY ASSURANCE

A. General: Qualifications paragraphs in this article establish the minimum qualification levels required; individual Specification Sections specify additional requirements.

B. Manufacturer Qualifications: A firm experienced in manufacturing products or systems similar to those indicated for this Project and with a record of successful in-service performance, as well as sufficient production capacity to produce required units. As applicable, procure products from manufacturers able to meet qualification requirements, warranty requirements, and technical or factory-authorized service representative requirements.

C. Fabricator Qualifications: A firm experienced in producing products similar to those indicated for this Project and with a record of successful in-service performance, as well as sufficient production capacity to produce required units.

D. Installer Qualifications: A firm or individual experienced in installing, erecting, applying, or assembling work similar in material, design, and extent to that indicated for this Project, whose work has resulted in construction with a record of successful in-service performance.

E. Professional Engineer Qualifications: A professional engineer who is legally qualified to practice in jurisdiction where Project is located and who is experienced in providing engineering services of the kind indicated. Engineering services are defined as those performed for installations of the system, assembly, or product that are similar in material, design, and extent to those indicated for this Project.

F. Specialists: Certain Specification Sections require that specific construction activities shall be performed by entities who are recognized experts in those operations. Specialists shall satisfy qualification requirements indicated and shall be engaged for the activities indicated.
   1. Requirements of authorities having jurisdiction shall supersede requirements for specialists.

G. Testing Agency Qualifications: An NRTL, an NVLAP, or an independent agency with the experience and capability to conduct testing and inspection indicated, as documented according to ASTM E329; and with additional qualifications specified in individual Sections; and, where required by authorities having jurisdiction, that is acceptable to authorities.

H. Manufacturer's Technical Representative Qualifications: An authorized representative of manufacturer who is trained and approved by manufacturer to observe and inspect installation of manufacturer's products that are similar in material, design, and extent to those indicated for this Project.

I. Factory-Authorized Service Representative Qualifications: An authorized representative of manufacturer who is trained and approved by manufacturer to inspect installation of manufacturer's products that are similar in material, design, and extent to those indicated for this Project.

J. Preconstruction Testing: Where testing agency is indicated to perform preconstruction testing for compliance with specified requirements for performance and test methods, comply with the following:
   1. Contractor responsibilities include the following:
      a. Provide test specimens representative of proposed products and construction.
      b. Submit specimens in a timely manner with sufficient time for testing and analyzing results to prevent delaying the Work.
      c. Provide sizes and configurations of test assemblies, mockups, and laboratory mockups to adequately demonstrate capability of products to comply with performance requirements.
      d. Build site-assembled test assemblies and mockups using installers who will perform same tasks for Project.
      e. Build laboratory mockups at testing facility using personnel, products, and methods of construction indicated for the completed Work.
      f. When testing is complete, remove test specimens and test assemblies, and mockups; do not reuse products on Project.
   2. Testing Agency Responsibilities: Submit a certified written report of each test, inspection, and similar quality-assurance service to Architect, with copy to Contractor. Interpret tests and inspections and state in each report whether tested and inspected work complies with or deviates from the Contract Documents.

1.11 QUALITY CONTROL

A. Owner Responsibilities: Where quality-control services are indicated as Owner's responsibility, Owner will engage a qualified testing agency to perform these services.
   1. Owner will furnish Contractor with names, addresses, and telephone numbers of testing agencies engaged and a description of types of testing and inspection they are engaged to perform.
   2. Payment for these services will be made from testing and inspection allowances, as authorized by Change Orders.
   3. Costs for retesting and reinspecting construction that replaces or is necessitated by work that failed to comply with the Contract Documents will be charged to Contractor, and the Contract Sum will be adjusted by Change Order.

B. Contractor Responsibilities: Tests and inspections not explicitly assigned to Owner are Contractor's responsibility. Perform additional quality-control activities, whether specified or not, to verify and document that the Work complies with requirements.
   1. Unless otherwise indicated, provide quality-control services specified and those required by authorities having jurisdiction. Perform quality-control services required of Contractor by authorities having jurisdiction, whether specified or not.
   2. Engage a qualified testing agency to perform quality-control services.

a. Contractor shall not employ same entity engaged by Owner, unless agreed to in writing by Owner.

3. Notify testing agencies at least 24 hours in advance of time when Work that requires testing or inspection will be performed.
4. Where quality-control services are indicated as Contractor's responsibility, submit a certified written report, in duplicate, of each quality-control service.
5. Testing and inspection requested by Contractor and not required by the Contract Documents are Contractor's responsibility.
6. Submit additional copies of each written report directly to authorities having jurisdiction, when they so direct.

C. Retesting/Reinspecting: Regardless of whether original tests or inspections were Contractor's responsibility, provide quality-control services, including retesting and reinspecting, for construction that replaced Work that failed to comply with the Contract Documents.

D. Testing Agency Responsibilities: Cooperate with Architect and Contractor in performance of duties. Provide qualified personnel to perform required tests and inspections.
1. Notify Architect and Contractor promptly of irregularities or deficiencies observed in the Work during performance of its services.
2. Determine the locations from which test samples will be taken and in which in-situ tests are conducted.
3. Conduct and interpret tests and inspections and state in each report whether tested and inspected work complies with or deviates from requirements.
4. Submit a certified written report, in duplicate, of each test, inspection, and similar quality-control service through Contractor.
5. Do not release, revoke, alter, or increase the Contract Document requirements or approve or accept any portion of the Work.
6. Do not perform duties of Contractor.

E. Manufacturer's Field Services: Where indicated, engage a factory-authorized service representative to inspect field-assembled components and equipment installation, including service connections. Report results in writing as specified in Section 01 33 00 "Submittal Procedures."

F. Manufacturer's Technical Services: Where indicated, engage a manufacturer's technical representative to observe and inspect the Work. Manufacturer's technical representative's services include participation in preinstallation conferences, examination of substrates and conditions, verification of materials, observation of Installer activities, inspection of completed portions of the Work, and submittal of written reports.

G. Associated Contractor Services: Cooperate with agencies and representatives performing required tests, inspections, and similar quality-control services, and provide reasonable auxiliary services as requested. Notify agency sufficiently in advance of operations to permit assignment of personnel. Provide the following:
1. Access to the Work.
2. Incidental labor and facilities necessary to facilitate tests and inspections.
3. Adequate quantities of representative samples of materials that require testing and inspection. Assist agency in obtaining samples.
4. Facilities for storage and field curing of test samples.
5. Delivery of samples to testing agencies.
6. Preliminary design mix proposed for use for material mixes that require control by testing agency.
7. Security and protection for samples and for testing and inspection equipment at Project site.

H. Coordination: Coordinate sequence of activities to accommodate required quality-assurance and quality-control services with a minimum of delay and to avoid necessity of removing and replacing construction to accommodate testing and inspection.
1. Schedule times for tests, inspections, obtaining samples, and similar activities.

I. Schedule of Tests and Inspections: Prepare a schedule of tests, inspections, and similar quality-control services required by the Contract Documents as a component of Contractor's quality-

control plan. Coordinate and submit concurrently with Contractor's Construction Schedule. Update as the Work progresses.

1. Distribution: Distribute schedule to Owner, Architect, testing agencies, and each party involved in performance of portions of the Work where tests and inspections are required.

1.12 SPECIAL TESTS AND INSPECTIONS

A. Special Tests and Inspections: Owner will engage a qualified testing agency to conduct special tests and inspections required by authorities having jurisdiction as the responsibility of Owner, as indicated in the Statement of Special Inspections attached to this Section, and as follows:

1. Verifying that manufacturer maintains detailed fabrication and quality-control procedures and reviewing the completeness and adequacy of those procedures to perform the Work.
2. Notifying Architect and Contractor promptly of irregularities and deficiencies observed in the Work during performance of its services.
3. Submitting a certified written report of each test, inspection, and similar quality-control service to Architect with copy to Contractor and to authorities having jurisdiction.
4. Submitting a final report of special tests and inspections at Substantial Completion, which includes a list of unresolved deficiencies.
5. Interpreting tests and inspections and stating in each report whether tested and inspected work complies with or deviates from the Contract Documents.
6. Retesting and reinspecting corrected work.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION

3.1 TEST AND INSPECTION LOG

A. Test and Inspection Log: Prepare a record of tests and inspections. Include the following:

1. Date test or inspection was conducted.
2. Description of the Work tested or inspected.
3. Date test or inspection results were transmitted to Architect.
4. Identification of testing agency or special inspector conducting test or inspection.

B. Maintain log at Project site. Post changes and revisions as they occur. Provide access to test and inspection log for Architect's reference during normal working hours.

1. Submit log at Project closeout as part of Project Record Documents.

3.2 REPAIR AND PROTECTION

A. General: On completion of testing, inspection, sample taking, and similar services, repair damaged construction and restore substrates and finishes.

1. Provide materials and comply with installation requirements specified in other Specification Sections or matching existing substrates and finishes. Restore patched areas and extend restoration into adjoining areas with durable seams that are as invisible as possible. Comply with the Contract Document requirements for cutting and patching in Section 01 73 00 "Execution."

B. Protect construction exposed by or for quality-control service activities.

C. Repair and protection are Contractor's responsibility, regardless of the assignment of responsibility for quality-control services.

END OF SECTION 01 40 00

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01 42 00
REFERENCES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 DEFINITIONS

A. General: Basic Contract definitions are included in the Conditions of the Contract.

B. "Approved": When used to convey Architect's action on Contractor's submittals, applications, and requests, "approved" is limited to Architect's duties and responsibilities as stated in the Conditions of the Contract.

C. "Directed": A command or instruction by Architect. Other terms including "requested," "authorized," "selected," "required," and "permitted" have the same meaning as "directed."

D. "Indicated": Requirements expressed by graphic representations or in written form on Drawings, in Specifications, and in other Contract Documents. Other terms including "shown," "noted," "scheduled," and "specified" have the same meaning as "indicated."

E. "Regulations": Laws, ordinances, statutes, and lawful orders issued by authorities having jurisdiction, and rules, conventions, and agreements within the construction industry that control performance of the Work.

F. "Furnish": Supply and deliver to Project site, ready for unloading, unpacking, assembly, installation, and similar operations.

G. "Install": Unload, temporarily store, unpack, assemble, erect, place, anchor, apply, work to dimension, finish, cure, protect, clean, and similar operations at Project site.

H. "Provide": Furnish and install, complete and ready for the intended use.

I. "Project Site": Space available for performing construction activities. The extent of Project site is shown on Drawings and may or may not be identical with the description of the land on which Project is to be built.

1.3 INDUSTRY STANDARDS

A. Applicability of Standards: Unless the Contract Documents include more stringent requirements, applicable construction industry standards have the same force and effect as if bound or copied directly into the Contract Documents to the extent referenced. Such standards are made a part of the Contract Documents by reference.

B. Publication Dates: Comply with standards in effect as of date of the Contract Documents unless otherwise indicated.

C. Copies of Standards: Each entity engaged in construction on Project should be familiar with industry standards applicable to its construction activity. Copies of applicable standards are not bound with the Contract Documents.

1. Where copies of standards are needed to perform a required construction activity, obtain copies directly from publication source.

1.4 REFERENCE DOCUMENTATION

A. Reference Documentation shall be the latest edition, including amendments and published updates, issued prior to the date of advertisement for bids or the date of request for quotations, of the following:

1. City of Rochester Ordinances
2. City of Rochester Standard Detail Plates
3. Technical Specifications

B. Building Codes

1. The City of Rochester adopted the Unified Development Code as of January 1, 2023. The Building Safety Department and Community Development Department enforces this Code during its plan review and permitting phases of work.
2. Refer to the City of Rochester Website for current codes and ordinances.

1.5 ABBREVIATIONS AND ACRONYMS

A. Industry Organizations: Where abbreviations and acronyms are used in Specifications or other Contract Documents, they shall mean the recognized name of the entities indicated in Gale's "Encyclopedia of Associations: National Organizations of the U.S." or in Columbia Books' "National Trade & Professional Associations of the United States."

B. Industry Organizations: Where abbreviations and acronyms are used in Specifications or other Contract Documents, they shall mean the recognized name of the entities in the following list. This information is subject to change and is believed to be accurate as of the date of the Contract Documents.

1. AABC - Associated Air Balance Council; www.aabc.com.
2. AAMA - American Architectural Manufacturers Association; www.aamanet.org.
3. AAPFCO - Association of American Plant Food Control Officials; www.aapfco.org.
4. AASHTO - American Association of State Highway and Transportation Officials; www.transportation.org.
5. AATCC - American Association of Textile Chemists and Colorists; www.aatcc.org.
6. ABMA - American Bearing Manufacturers Association; www.americanbearings.org.
7. ABMA - American Boiler Manufacturers Association; www.abma.com.
8. ACI - American Concrete Institute; (Formerly: ACI International); www.abma.com.
9. ACPA - American Concrete Pipe Association; www.concrete-pipe.org.
10. AEIC - Association of Edison Illuminating Companies, Inc. (The); www.aeic.org.
11. AF&PA - American Forest & Paper Association; www.afandpa.org.
12. AGA - American Gas Association; www.aga.org.
13. AHAM - Association of Home Appliance Manufacturers; www.aham.org.
14. AHRI - Air-Conditioning, Heating, and Refrigeration Institute (The); www.ahrinet.org.
15. AI - Asphalt Institute; www.asphaltinstitute.org.
16. AIA - American Institute of Architects (The); www.aia.org.
17. AISC - American Institute of Steel Construction; www.aisc.org.
18. AISI - American Iron and Steel Institute; www.steel.org.
19. AITC - American Institute of Timber Construction; www.aitc-glulam.org.
20. AMCA - Air Movement and Control Association International, Inc.; www.amca.org.
21. ANSI - American National Standards Institute; www.ansi.org.
22. AOSA - Association of Official Seed Analysts, Inc.; www.aosaseed.com.
23. APA - APA - The Engineered Wood Association; www.apawood.org.
24. APA - Architectural Precast Association; www.archprecast.org.
25. API - American Petroleum Institute; www.api.org.
26. ARI - Air-Conditioning & Refrigeration Institute; (See AHRI).
27. ARI - American Refrigeration Institute; (See AHRI).
28. ARMA - Asphalt Roofing Manufacturers Association; www.asphaltroofing.org.
29. ASCE - American Society of Civil Engineers; www.asce.org.
30. ASCE/SEI - American Society of Civil Engineers/Structural Engineering Institute; (See ASCE).
31. ASHRAE - American Society of Heating, Refrigerating and Air-Conditioning Engineers; www.ashrae.org.
32. ASME - ASME International; (American Society of Mechanical Engineers); www.asme.org.
33. ASSE - American Society of Safety Engineers (The); www.asse.org.
34. ASSE - American Society of Sanitary Engineering; www.asse-plumbing.org.
35. ASTM - ASTM International; www.astm.org.
36. ATIS - Alliance for Telecommunications Industry Solutions; www.atis.org.
37. AWEA - American Wind Energy Association; www.awea.org.
38. AWI - Architectural Woodwork Institute; www.awinet.org.
39. AWMAC - Architectural Woodwork Manufacturers Association of Canada; www.awmac.com.
40. AWPA - American Wood Protection Association; www.awpa.com.
41. AWS - American Welding Society; www.aws.org.
42. AWWA - American Water Works Association; www.awwa.org.

43. BHMA - Builders Hardware Manufacturers Association; www.buildershardware.com.
44. BIA - Brick Industry Association (The); www.gobrick.com.
45. BICSI - BICSI, Inc.; www.bicsi.org.
46. BIFMA - BIFMA International; (Business and Institutional Furniture Manufacturer's Association); www.bifma.org.
47. BISSC - Baking Industry Sanitation Standards Committee; www.bissc.org.
48. BWF - Badminton World Federation; (Formerly: International Badminton Federation); www.bissc.org.
49. CDA - Copper Development Association; www.copper.org.
50. CEA - Canadian Electricity Association; www.electricity.ca.
51. CEA - Consumer Electronics Association; www.ce.org.
52. CFFA - Chemical Fabrics and Film Association, Inc.; www.chemicalfabricsandfilm.com.
53. CFSEI - Cold-Formed Steel Engineers Institute; www.cfsei.org.
54. CGA - Compressed Gas Association; www.cganet.com.
55. CIMA - Cellulose Insulation Manufacturers Association; www.cellulose.org.
56. CISCA - Ceilings & Interior Systems Construction Association; www.cisca.org.
57. CISPI - Cast Iron Soil Pipe Institute; www.cispi.org.
58. CLFMI - Chain Link Fence Manufacturers Institute; www.chainlinkinfo.org.
59. CPA - Composite Panel Association; www.pbmdf.com.
60. CRI - Carpet and Rug Institute (The); www.carpet-rug.org.
61. CRRC - Cool Roof Rating Council; www.coolroofs.org.
62. CRSI - Concrete Reinforcing Steel Institute; www.crsi.org.
63. CSA - Canadian Standards Association; www.csa.ca.
64. CSA - CSA International; (Formerly: IAS - International Approval Services); www.csa-international.org.
65. CSI - Construction Specifications Institute (The); www.csinet.org.
66. CSSB - Cedar Shake & Shingle Bureau; www.cedarbureau.org.
67. CTI - Cooling Technology Institute; (Formerly: Cooling Tower Institute); www.cti.org.
68. CWC - Composite Wood Council; (See CPA).
69. DASMA - Door and Access Systems Manufacturers Association; www.dasma.com.
70. DHI - Door and Hardware Institute; www.dhi.org.
71. ECA - Electronic Components Association; (See ECIA).
72. ECAMA - Electronic Components Assemblies & Materials Association; (See ECIA).
73. ECIA - Electronic Components Industry Association; www.eciaonline.org.
74. EIA - Electronic Industries Alliance; (See TIA).
75. EIMA - EIFS Industry Members Association; www.eima.com.
76. EJMA - Expansion Joint Manufacturers Association, Inc.; www.ejma.org.
77. ESD - ESD Association; (Electrostatic Discharge Association); www.esda.org.
78. ESTA - Entertainment Services and Technology Association; (See PLASA).
79. EVO - Efficiency Valuation Organization; www.evo-world.org.
80. FCI - Fluid Controls Institute; www.fluidcontrolsinstitute.org.
81. FIBA - Federation Internationale de Basketball; (The International Basketball Federation); www.fiba.com.
82. FIVB - Federation Internationale de Volleyball; (The International Volleyball Federation); www.fivb.org.
83. FM Approvals - FM Approvals LLC; www.fmglobal.com.
84. FM Global - FM Global; (Formerly: FMG - FM Global); www.fmglobal.com.
85. FRSA - Florida Roofing, Sheet Metal & Air Conditioning Contractors Association, Inc.; www.floridaroof.com.
86. FSA - Fluid Sealing Association; www.fluidsealing.com.
87. FSC - Forest Stewardship Council U.S.; www.fscus.org.
88. GA - Gypsum Association; www.gypsum.org.
89. GANA - Glass Association of North America; www.glasswebsite.com.
90. GS - Green Seal; www.greenseal.org.
91. HI - Hydraulic Institute; www.pumps.org.
92. HI/GAMA - Hydronics Institute/Gas Appliance Manufacturers Association; (See AHRI).

93. HMMA - Hollow Metal Manufacturers Association; (See NAAMM).
94. HPVA - Hardwood Plywood & Veneer Association; www.hpva.org.
95. HPW - H. P. White Laboratory, Inc.; www.hpwhite.com.
96. IAPSC - International Association of Professional Security Consultants; www.iapsc.org.
97. IAS - International Accreditation Service; www.iasonline.org.
98. IAS - International Approval Services; (See CSA).
99. ICBO - International Conference of Building Officials; (See ICC).
100. ICC - International Code Council; www.iccsafe.org.
101. ICEA - Insulated Cable Engineers Association, Inc.; www.icea.net.
102. ICPA - International Cast Polymer Alliance; www.icpa-hq.org.
103. ICRI - International Concrete Repair Institute, Inc.; www.icri.org.
104. IEC - International Electrotechnical Commission; http://www.iec.ch.
105. IEEE - Institute of Electrical and Electronics Engineers, Inc. (The); www.ieee.org.
106. IES - Illuminating Engineering Society; (Formerly: Illuminating Engineering Society of North America); www.ies.org.
107. IESNA - Illuminating Engineering Society of North America; (See IES).
108. IEST - Institute of Environmental Sciences and Technology; www.iest.org.
109. IGMA - Insulating Glass Manufacturers Alliance; www.igmaonline.org.
110. IGSHPA - International Ground Source Heat Pump Association; www.igshpa.okstate.edu.
111. ILI - Indiana Limestone Institute of America, Inc.; www.iliai.com.
112. Intertek - Intertek Group; (Formerly: ETL SEMCO; Intertek Testing Service NA); www.intertek.com.
113. ISA - International Society of Automation (The); (Formerly: Instrumentation, Systems, and Automation Society); www.isa.org.
114. ISAS - Instrumentation, Systems, and Automation Society (The); (See ISA).
115. ISFA - International Surface Fabricators Association; (Formerly: International Solid Surface Fabricators Association); www.isfanow.org.
116. ISO - International Organization for Standardization; www.iso.org.
117. ISSFA - International Solid Surface Fabricators Association; (See ISFA).
118. ITU - International Telecommunication Union; www.itu.int/home.
119. KCMA - Kitchen Cabinet Manufacturers Association; www.kcma.org.
120. LMA - Laminating Materials Association; (See CPA).
121. LPI - Lightning Protection Institute; www.lightning.org.
122. MBMA - Metal Building Manufacturers Association; www.mbma.com.
123. MCA - Metal Construction Association; www.metalconstruction.org.
124. MFMA - Maple Flooring Manufacturers Association, Inc.; www.maplefloor.org.
125. MFMA - Metal Framing Manufacturers Association, Inc.; www.metalframingmfg.org.
126. MHIA - Material Handling Industry of America; www.mhia.org.
127. MIA - Marble Institute of America; www.marble-institute.com.
128. MMPA - Moulding & Millwork Producers Association; www.wmmpa.com.
129. MPI - Master Painters Institute; www.paintinfo.com.
130. MSS - Manufacturers Standardization Society of The Valve and Fittings Industry Inc.; www.mss-hq.org.
131. NAAMM - National Association of Architectural Metal Manufacturers; www.naamm.org.
132. NACE - NACE International; (National Association of Corrosion Engineers International); www.nace.org.
133. NADCA - National Air Duct Cleaners Association; www.nadca.com.
134. NAIMA - North American Insulation Manufacturers Association; www.naima.org.
135. NBGQA - National Building Granite Quarries Association, Inc.; www.nbgqa.com.
136. NBI - New Buildings Institute; www.newbuildings.org.
137. NCAA - National Collegiate Athletic Association (The); www.ncaa.org.
138. NCMA - National Concrete Masonry Association; www.ncma.org.
139. NEBB - National Environmental Balancing Bureau; www.nebb.org.
140. NECA - National Electrical Contractors Association; www.necanet.org.
141. NeLMA - Northeastern Lumber Manufacturers Association; www.nelma.org.
142. NEMA - National Electrical Manufacturers Association; www.nema.org.

143. NETA - InterNational Electrical Testing Association; www.netaworld.org.
144. NFHS - National Federation of State High School Associations; www.nfhs.org.
145. NFPA - National Fire Protection Association; www.nfpa.org.
146. NFPA - NFPA International; (See NFPA).
147. NFRC - National Fenestration Rating Council; www.nfrc.org.
148. NHLA - National Hardwood Lumber Association; www.nhla.com.
149. NLGA - National Lumber Grades Authority; www.nlga.org.
150. NOFMA - National Oak Flooring Manufacturers Association; (See NWFA).
151. NOMMA - National Ornamental & Miscellaneous Metals Association; www.nomma.org.
152. NRCA - National Roofing Contractors Association; www.nrca.net.
153. NRMCA - National Ready Mixed Concrete Association; www.nrmca.org.
154. NSF - NSF International; www.nsf.org.
155. NSPE - National Society of Professional Engineers; www.nspe.org.
156. NSSGA - National Stone, Sand & Gravel Association; www.nssga.org.
157. NTMA - National Terrazzo & Mosaic Association, Inc. (The); www.ntma.com.
158. NWFA - National Wood Flooring Association; www.nwfa.org.
159. PCI - Precast/Prestressed Concrete Institute; www.pci.org.
160. PDI - Plumbing & Drainage Institute; www.pdionline.org.
161. PLASA - PLASA; (Formerly: ESTA - Entertainment Services and Technology Association); www.plasa.org.
162. RCSC - Research Council on Structural Connections; www.boltcouncil.org.
163. RFCI - Resilient Floor Covering Institute; www.rfci.com.
164. RIS - Redwood Inspection Service; www.redwoodinspection.com.
165. SAE - SAE International; www.sae.org.
166. SCTE - Society of Cable Telecommunications Engineers; www.scte.org.
167. SDI - Steel Deck Institute; www.sdi.org.
168. SDI - Steel Door Institute; www.steeldoor.org.
169. SEFA - Scientific Equipment and Furniture Association (The); www.sefalabs.com.
170. SEI/ASCE - Structural Engineering Institute/American Society of Civil Engineers; (See ASCE).
171. SIA - Security Industry Association; www.siaonline.org.
172. SJI - Steel Joist Institute; www.steeljoist.org.
173. SMA - Screen Manufacturers Association; www.smainfo.org.
174. SMACNA - Sheet Metal and Air Conditioning Contractors' National Association; www.smacna.org.
175. SMPTE - Society of Motion Picture and Television Engineers; www.smpte.org.
176. SPFA - Spray Polyurethane Foam Alliance; www.sprayfoam.org.
177. SPIB - Southern Pine Inspection Bureau; www.spib.org.
178. SPRI - Single Ply Roofing Industry; www.spri.org.
179. SRCC - Solar Rating & Certification Corporation; www.solar-rating.org.
180. SSINA - Specialty Steel Industry of North America; www.ssina.com.
181. SSPC - SSPC: The Society for Protective Coatings; www.sspc.org.
182. STI - Steel Tank Institute; www.steeltank.com.
183. SWI - Steel Window Institute; www.steelwindows.com.
184. SWPA - Submersible Wastewater Pump Association; www.swpa.org.
185. TCA - Tilt-Up Concrete Association; www.tilt-up.org.
186. TCNA - Tile Council of North America, Inc.; www.tileusa.com.
187. TEMA - Tubular Exchanger Manufacturers Association, Inc.; www.tema.org.
188. TIA - Telecommunications Industry Association (The); (Formerly: TIA/EIA - Telecommunications Industry Association/Electronic Industries Alliance); www.tiaonline.org.
189. TIA/EIA - Telecommunications Industry Association/Electronic Industries Alliance; (See TIA).
190. TMS - The Masonry Society; www.masonrysociety.org.
191. TPI - Truss Plate Institute; www.tpinst.org.
192. TPI - Turfgrass Producers International; www.turfgrasssod.org.

193. TRI - Tile Roofing Institute; www.tileroofing.org.
194. UL - Underwriters Laboratories Inc.; www.ul.com.
195. UNI - Uni-Bell PVC Pipe Association; www.uni-bell.org.
196. USAV - USA Volleyball; www.usavolleyball.org.
197. USGBC - U.S. Green Building Council; www.usgbc.org.
198. USITT - United States Institute for Theatre Technology, Inc.; www.usitt.org.
199. WASTEC - Waste Equipment Technology Association; www.wastec.org.
200. WCLIB - West Coast Lumber Inspection Bureau; www.wclib.org.
201. WCMA - Window Covering Manufacturers Association; www.wcmanet.org.
202. WDMA - Window & Door Manufacturers Association; www.wdma.com.
203. WI - Woodwork Institute; www.wicnet.org.
204. WSRCA - Western States Roofing Contractors Association; www.wsrca.com.
205. WWPA - Western Wood Products Association; www.wwpa.org.

C. Code Agencies: Where abbreviations and acronyms are used in Specifications or other Contract Documents, they shall mean the recognized name of the entities in the following list. This information is believed to be accurate as of the date of the Contract Documents.
1. DIN - Deutsches Institut fur Normung e.V.; www.din.de.
2. IAPMO - International Association of Plumbing and Mechanical Officials; www.iapmo.org.
3. ICC - International Code Council; www.iccsafe.org.
4. ICC-ES - ICC Evaluation Service, LLC; www.icc-es.org.

D. Federal Government Agencies: Where abbreviations and acronyms are used in Specifications or other Contract Documents, they shall mean the recognized name of the entities in the following list. Information is subject to change and is up to date as of the date of the Contract Documents.
1. COE - Army Corps of Engineers; www.usace.army.mil.
2. CPSC - Consumer Product Safety Commission; www.cpsc.gov.
3. DOC - Department of Commerce; National Institute of Standards and Technology; www.nist.gov.
4. DOD - Department of Defense; www.quicksearch.dla.mil.
5. DOE - Department of Energy; www.energy.gov.
6. EPA - Environmental Protection Agency; www.epa.gov.
7. FAA - Federal Aviation Administration; www.faa.gov.
8. FG - Federal Government Publications; www.gpo.gov/fdsys.
9. GSA - General Services Administration; www.gsa.gov.
10. HUD - Department of Housing and Urban Development; www.hud.gov.
11. LBL - Lawrence Berkeley National Laboratory; Environmental Energy Technologies Division; www.eetd.lbl.gov.
12. OSHA - Occupational Safety & Health Administration; www.osha.gov.
13. SD - Department of State; www.state.gov.
14. TRB - Transportation Research Board; National Cooperative Highway Research Program; The National Academies; www.trb.org.
15. USDA - Department of Agriculture; Agriculture Research Service; U.S. Salinity Laboratory; www.ars.usda.gov.
16. USDA - Department of Agriculture; Rural Utilities Service; www.usda.gov.
17. USDOJ - Department of Justice; Office of Justice Programs; National Institute of Justice; www.ojp.usdoj.gov.
18. USP - U.S. Pharmacopeial Convention; www.usp.org.
19. USPS - United States Postal Service; www.usps.com.

E. Standards and Regulations: Where abbreviations and acronyms are used in Specifications or other Contract Documents, they shall mean the recognized name of the standards and regulations in the following list. This information is subject to change and is believed to be accurate as of the date of the Contract Documents.
1. CFR - Code of Federal Regulations; Available from Government Printing Office; www.gpo.gov/fdsys.
2. DOD - Department of Defense; Military Specifications and Standards; Available from DLA Document Services; www.quicksearch.dla.mil.

3. DSCC - Defense Supply Center Columbus; (See FS).
4. FED-STD - Federal Standard; (See FS).
5. FS - Federal Specification; Available from DLA Document Services; www.quicksearch.dla.mil.
    a. Available from Defense Standardization Program; www.dsp.dla.mil.
    b. Available from General Services Administration; www.gsa.gov.
    c. Available from National Institute of Building Sciences/Whole Building Design Guide; www.wbdg.org/ccb.
6. MILSPEC - Military Specification and Standards; (See DOD).
7. USAB - United States Access Board; www.access-board.gov.
8. USATBCB - U.S. Architectural & Transportation Barriers Compliance Board; (See USAB).

F. State Government Agencies: Where abbreviations and acronyms are used in Specifications or other Contract Documents, they shall mean the recognized name of the entities in the following list. This information is subject to change and is believed to be accurate as of the date of the Contract Documents.
1. CBHF; State of California; Department of Consumer Affairs; Bureau of Electronic and Appliance Repair, Home Furnishings and Thermal Insulation; www.bearhfti.ca.gov.
2. CCR; California Code of Regulations; Office of Administrative Law; California Title 24 Energy Code; www.calregs.com.
3. CDHS; California Department of Health Services; (See CDPH).
4. CDPH; California Department of Public Health; Indoor Air Quality Program; www.cal-iaq.org.
5. CPUC; California Public Utilities Commission; www.cpuc.ca.gov.
6. SCAQMD; South Coast Air Quality Management District; www.aqmd.gov.
7. TFS; Texas A&M Forest Service; Sustainable Forestry and Economic Development; www.txforestservice.tamu.edu.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

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01 60 00
PRODUCT REQUIREMENTS

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for selection of products for use in Project; product delivery, storage, and handling; manufacturers' standard warranties on products; special warranties; and comparable products.

B. Related Requirements:

1. Section 01 25 00 "Substitution Procedures" for requests for substitutions.

1.3 DEFINITIONS

A. Products: Items obtained for incorporating into the Work, whether purchased for Project or taken from previously purchased stock. The term "product" includes the terms "material," "equipment," "system," and terms of similar intent.

1. Named Products: Items identified by manufacturer's product name, including make or model number or other designation shown or listed in manufacturer's published product literature that is current as of date of the Contract Documents.
2. New Products: Items that have not previously been incorporated into another project or facility. Products salvaged or recycled from other projects are not considered new products.
3. Comparable Product: Product that is demonstrated and approved by Architect through submittal process to have the indicated qualities related to type, function, dimension, in-service performance, physical properties, appearance, and other characteristics that equal or exceed those of specified product.

B. Basis-of-Design Product Specification: A specification in which a single manufacturer's product is named and accompanied by the words "basis-of-design product," including make or model number or other designation. In addition to the basis-of-design product description, product attributes and characteristics may be listed to establish the significant qualities related to type, function, in-service performance and physical properties, weight, dimension, durability, visual characteristics, and other special features and requirements for purposes of evaluating comparable products of additional manufacturers named in the specification.

C. Subject to Compliance with Requirements: Where the phrase "Subject to compliance with requirements" introduces a product selection procedure in an individual Specification Section, provide products qualified under the specified product procedure. In the event that a named product or product by a named manufacturer does not meet the other requirements of the specifications, select another named product or product from another named manufacturer that does meet the requirements of the specifications. Submit a comparable product request, if applicable.

1.4 ACTION SUBMITTALS

A. Comparable Product Request Submittal: Submit request for consideration of each comparable product. Identify basis-of-design product or fabrication or installation method to be replaced. Include Specification Section number and title and Drawing numbers and titles.

1. Include data to indicate compliance with the requirements specified in "Comparable Products" Article.

2. Architect's Action: If necessary, Architect will request additional information or documentation for evaluation within seven days of receipt of a comparable product request. Architect will notify Contractor of approval or rejection of proposed comparable product request within 15 days of receipt of request, or seven days of receipt of additional information or documentation, whichever is later.

a. Form of Architect's Approval of Submittal: As specified in Section 01 33 00 "Submittal Procedures."
b. Use product specified if Architect does not issue a decision on use of a comparable product request within time allocated.

B. Basis-of-Design Product Specification Submittal: Comply with requirements in Section 01 33 00 "Submittal Procedures." Show compliance with requirements.

1.5 QUALITY ASSURANCE

A. Compatibility of Options: If Contractor is given option of selecting between two or more products for use on Project, select product compatible with products previously selected, even if previously selected products were also options.
1. Each contractor is responsible for providing products and construction methods compatible with products and construction methods of other contractors.
2. If a dispute arises between contractors over concurrently selectable but incompatible products, Architect will determine which products shall be used.

B. Identification of Products: Except for required labels and operating data, do not attach or imprint manufacturer or product names or trademarks on exposed surfaces of products or equipment that will be exposed to view in occupied spaces or on the exterior.
1. Labels: Locate required product labels and stamps on a concealed surface, or, where required for observation following installation, on a visually accessible surface that is not conspicuous.
2. Equipment Nameplates: Provide a permanent nameplate on each item of service-connected or power-operated equipment. Locate on a visually accessible but inconspicuous surface. Include information essential for operation, including the following:
a. Name of product and manufacturer.
b. Model and serial number.
c. Capacity.
d. Speed.
e. Ratings.
3. See individual identification sections in Divisions 21, 22, 23, and 26 for additional identification requirements.

1.6 PRODUCT DELIVERY, STORAGE, AND HANDLING

A. Deliver, store, and handle products using means and methods that will prevent damage, deterioration, and loss, including theft and vandalism. Comply with manufacturer's written instructions.

B. Delivery and Handling:
1. Schedule delivery to minimize long-term storage at Project site and to prevent overcrowding of construction spaces.
2. Coordinate delivery with installation time to ensure minimum holding time for items that are flammable, hazardous, easily damaged, or sensitive to deterioration, theft, and other losses.
3. Deliver products to Project site in an undamaged condition in manufacturer's original sealed container or other packaging system, complete with labels and instructions for handling, storing, unpacking, protecting, and installing.
4. Inspect products on delivery to determine compliance with the Contract Documents and to determine that products are undamaged and properly protected.

C. Storage:
1. Store products to allow for inspection and measurement of quantity or counting of units.
2. Store materials in a manner that will not endanger Project structure.
3. Store products that are subject to damage by the elements, under cover in a weathertight enclosure above ground, with ventilation adequate to prevent condensation.
4. Protect foam plastic from exposure to sunlight, except to extent necessary for period of installation and concealment.

5. Comply with product manufacturer's written instructions for temperature, humidity, ventilation, and weather-protection requirements for storage.
6. Protect stored products from damage and liquids from freezing.
7. Provide a secure location and enclosure at Project site for storage of materials and equipment by Owner's construction forces. Coordinate location with Owner.

1.7 PRODUCT WARRANTIES

A. Warranties specified in other Sections shall be in addition to, and run concurrent with, other warranties required by the Contract Documents. Manufacturer's disclaimers and limitations on product warranties do not relieve Contractor of obligations under requirements of the Contract Documents.
   1. Manufacturer's Warranty: Written warranty furnished by individual manufacturer for a particular product and specifically endorsed by manufacturer to Owner.
   2. Special Warranty: Written warranty required by the Contract Documents to provide specific rights for Owner.

B. Special Warranties: Prepare a written document that contains appropriate terms and identification, ready for execution.
   1. Manufacturer's Standard Form: Modified to include Project-specific information and properly executed.
   2. Specified Form: When specified forms are included with the Specifications, prepare a written document using indicated form properly executed.
   3. See other Sections for specific content requirements and particular requirements for submitting special warranties.

C. Submittal Time: Comply with requirements in Section 01 77 00 "Closeout Procedures."

PART 2 - PRODUCTS

2.1 PRODUCT SELECTION PROCEDURES

A. General Product Requirements: Provide products that comply with the Contract Documents, are undamaged and, unless otherwise indicated, are new at time of installation.
   1. Provide products complete with accessories, trim, finish, fasteners, and other items needed for a complete installation and indicated use and effect.
   2. Standard Products: If available, and unless custom products or nonstandard options are specified, provide standard products of types that have been produced and used successfully in similar situations on other projects.
   3. Owner reserves the right to limit selection to products with warranties meeting requirements of the Contract Documents.
   4. Where products are accompanied by the term "as selected," Architect will make selection.
   5. Descriptive, performance, and reference standard requirements in the Specifications establish salient characteristics of products.
   6. Or Equal: For products specified by name and accompanied by the term "or equal," or "or approved equal," or "or approved," comply with requirements in "Comparable Products" Article to obtain approval for use of an unnamed product.
      a. Submit additional documentation required by Architect in order to establish equivalency of proposed products. Evaluation of "or equal" product status is by the Architect, whose determination is final.

B. Product Selection Procedures:

   1. Sole Product: Where Specifications name a single manufacturer and product, provide the named product that complies with requirements. Comparable products or substitutions for Contractor's convenience will not be considered.
      a. Sole product may be indicated by the phrase: "Subject to compliance with requirements, provide the following: …"
   2. Sole Manufacturer/Source: Where Specifications name a single manufacturer or source, provide a product by the named manufacturer or source that complies with requirements.

Comparable products or substitutions for Contractor's convenience will not be considered.

a. Sole manufacturer/source may be indicated by the phrase: "Subject to compliance with requirements, provide products by the following: …"

3. Limited List of Products: Where Specifications include a list of names of both manufacturers and products, provide one of the products listed that complies with requirements. Comparable products or substitutions for Contractor's convenience will not be considered unless otherwise indicated.
   a. Limited list of products may be indicated by the phrase: "Subject to compliance with requirements, provide one of the following: …"
4. Non-Limited List of Products: Where Specifications include a list of names of both available manufacturers and products, provide one of the products listed, or an unnamed product, which complies with requirements.
   a. Non-limited list of products is indicated by the phrase: "Subject to compliance with requirements, available products that may be incorporated in the Work include, but are not limited to, the following: …"
5. Limited List of Manufacturers: Where Specifications include a list of manufacturers' names, provide a product by one of the manufacturers listed that complies with requirements. Comparable products or substitutions for Contractor's convenience will not be considered unless otherwise indicated.
   a. Limited list of manufacturers is indicated by the phrase: "Subject to compliance with requirements, provide products by one of the following: …"
6. Non-Limited List of Manufacturers: Where Specifications include a list of available manufacturers, provide a product by one of the manufacturers listed, or a product by an unnamed manufacturer, which complies with requirements.
   a. Non-limited list of manufacturers is indicated by the phrase: "Subject to compliance with requirements, available manufacturers whose products may be incorporated in the Work include, but are not limited to, the following: …"
7. Basis-of-Design Product: Where Specifications name a product, or refer to a product indicated on Drawings, and include a list of manufacturers, provide the specified or indicated product or a comparable product by one of the other named manufacturers. Drawings and Specifications indicate sizes, profiles, dimensions, and other characteristics that are based on the product named. Comply with requirements in "Comparable Products" Article for consideration of an unnamed product by one of the other named manufacturers.
   a. For approval of products by unnamed manufacturers, comply with requirements in Section 01 25 00 "Substitution Procedures" for substitutions for convenience.

C. Visual Matching Specification: Where Specifications require "match Architect's sample," provide a product that complies with requirements and matches Architect's sample. Architect's decision will be final on whether a proposed product matches.
   1. If no product available within specified category matches and complies with other specified requirements, comply with requirements in Section 01 25 00 "Substitution Procedures" for proposal of product.

D. Visual Selection Specification: Where Specifications include the phrase "as selected by Architect from manufacturer's full range" or similar phrase, select a product that complies with requirements. Architect will select color, gloss, pattern, density, or texture from manufacturer's product line that includes both standard and premium items.

2.2 COMPARABLE PRODUCTS

A. Conditions for Consideration of Comparable Products: Architect will consider Contractor's request for comparable product when the following conditions are satisfied. If the following conditions are not satisfied, Architect may return requests without action, except to record noncompliance with these requirements:
   1. Evidence that proposed product does not require revisions to the Contract Documents, is consistent with the Contract Documents, will produce the indicated results, and is compatible with other portions of the Work. Detailed comparison of significant qualities of

proposed product with those named in the Specifications. Significant product qualities include attributes such as type, function, in-service performance and physical properties, weight, dimension, durability, visual characteristics, and other specific features and requirements.

2. Evidence that proposed product provides specified warranty.
3. List of similar installations for completed projects with project names and addresses and names and addresses of architects and owners, if requested.
4. Samples, if requested.

B. Submittal Requirements: Approval by the Architect of Contractor's request for use of comparable product is not intended to satisfy other submittal requirements. Comply with specified submittal requirements.

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 60 00

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01 73 00
EXECUTION

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes general administrative and procedural requirements governing execution of the Work including, but not limited to, the following:
   1. Construction layout.
   2. Field engineering and surveying.
   3. Installation of the Work.
   4. Cutting and patching.
   5. Coordination of Owner-installed products.
   6. Progress cleaning.
   7. Starting and adjusting.
   8. Protection of installed construction.

B. Related Requirements:
   1. Section 01 10 00 "Summary" for limits on use of Project site.

1.3 DEFINITIONS

A. Cutting: Removal of in-place construction necessary to permit installation or performance of subsequent work.

B. Patching: Fitting and repair work required to restore construction to original conditions after installation of subsequent work.

PART 2 - PRODUCTS

PART 3 - EXECUTION

3.1 EXAMINATION

A. Existing Conditions: The existence and location of underground and other utilities and construction indicated as existing are not guaranteed. Before beginning sitework, investigate and verify the existence and location of underground utilities, mechanical and electrical systems, and other construction affecting the Work.
   1. Before construction, verify the location and invert elevation at points of connection of sanitary sewer, storm sewer, and water-service piping; underground electrical services; and other utilities.
   2. Furnish location data for work related to Project that must be performed by public utilities serving Project site.

B. Examination and Acceptance of Conditions: Before proceeding with each component of the Work, examine substrates, areas, and conditions, with Installer or Applicator present where indicated, for compliance with requirements for installation tolerances and other conditions affecting performance. Record observations.
   1. Examine roughing-in for mechanical and electrical systems to verify actual locations of connections before equipment and fixture installation.
   2. Examine walls, floors, and roofs for suitable conditions where products and systems are to be installed.
   3. Verify compatibility with and suitability of substrates, including compatibility with existing finishes or primers.

C. Written Report: Where a written report listing conditions detrimental to performance of the Work is required by other Sections, include the following:
   1. Description of the Work.
   2. List of detrimental conditions, including substrates.
   3. List of unacceptable installation tolerances.

4. Recommended corrections.

D. Proceed with installation only after unsatisfactory conditions have been corrected. Proceeding with the Work indicates acceptance of surfaces and conditions.

3.2 PREPARATION

A. Field Measurements: Take field measurements as required to fit the Work properly. Recheck measurements before installing each product. Where portions of the Work are indicated to fit to other construction, verify dimensions of other construction by field measurements before fabrication. Coordinate fabrication schedule with construction progress to avoid delaying the Work.

B. Space Requirements: Verify space requirements and dimensions of items shown diagrammatically on Drawings.

C. Review of Contract Documents and Field Conditions: Immediately on discovery of the need for clarification of the Contract Documents caused by differing field conditions outside the control of Contractor, submit a request for information to Architect according to requirements in Section 01 31 00 "Project Management and Coordination."

3.3 INSTALLATION

A. General: Locate the Work and components of the Work accurately, in correct alignment and elevation, as indicated.
   1. Make vertical work plumb and make horizontal work level.
   2. Where space is limited, install components to maximize space available for maintenance and ease of removal for replacement.
   3. Conceal pipes, ducts, and wiring in finished areas unless otherwise indicated.
   4. Maintain minimum headroom clearance of 96 inches in occupied spaces and 90 inches in unoccupied spaces.

B. Comply with manufacturer's written instructions and recommendations for installing products in applications indicated.

C. Install products at the time and under conditions that will ensure the best possible results. Maintain conditions required for product performance until Substantial Completion.

D. Conduct construction operations so no part of the Work is subjected to damaging operations or loading in excess of that expected during normal conditions of occupancy.

E. Sequence the Work and allow adequate clearances to accommodate movement of construction items on site and placement in permanent locations.

F. Tools and Equipment: Where possible, select tools or equipment that minimize production of excessive noise levels.

G. Templates: Obtain and distribute to the parties involved templates for work specified to be factory prepared and field installed. Check Shop Drawings of other portions of the Work to confirm that adequate provisions are made for locating and installing products to comply with indicated requirements.

H. Attachment: Provide blocking and attachment plates and anchors and fasteners of adequate size and number to securely anchor each component in place, accurately located and aligned with other portions of the Work. Where size and type of attachments are not indicated, verify size and type required for load conditions.
   1. Mounting Heights: Where mounting heights are not indicated, mount components at heights directed by Architect.
   2. Allow for building movement, including thermal expansion and contraction.
   3. Coordinate installation of anchorages. Furnish setting drawings, templates, and directions for installing anchorages, including sleeves, concrete inserts, anchor bolts, and items with integral anchors, that are to be embedded in concrete or masonry. Deliver such items to Project site in time for installation.

I. Joints: Make joints of uniform width. Where joint locations in exposed work are not indicated, arrange joints for the best visual effect. Fit exposed connections together to form hairline joints.

J. Repair or remove and replace damaged, defective, or nonconforming Work.
   1. Comply with Section 01 77 00 "Closeout Procedures" for repairing or removing and replacing defective Work.

3.4 PROGRESS CLEANING

A. General: Clean Project site and work areas daily, including common areas. Enforce requirements strictly. Dispose of materials lawfully.
   1. Comply with requirements in NFPA 241 for removal of combustible waste materials and debris.
   2. Do not hold waste materials more than seven days during normal weather or three days if the temperature is expected to rise above 80 deg F.
   3. Containerize hazardous and unsanitary waste materials separately from other waste. Mark containers appropriately and dispose of legally, according to regulations.
      a. Use containers intended for holding waste materials of type to be stored.
   4. Coordinate progress cleaning for joint-use areas where Contractor and other contractors are working concurrently.

B. Site: Maintain Project site free of waste materials and debris.

C. Work Areas: Clean areas where work is in progress to the level of cleanliness necessary for proper execution of the Work.
   1. Remove liquid spills promptly.
   2. Where dust would impair proper execution of the Work, broom-clean or vacuum the entire work area, as appropriate.

D. Installed Work: Keep installed work clean. Clean installed surfaces according to written instructions of manufacturer or fabricator of product installed, using only cleaning materials specifically recommended. If specific cleaning materials are not recommended, use cleaning materials that are not hazardous to health or property and that will not damage exposed surfaces.

E. Concealed Spaces: Remove debris from concealed spaces before enclosing the space.

F. Exposed Surfaces in Finished Areas: Clean exposed surfaces and protect as necessary to ensure freedom from damage and deterioration at time of Substantial Completion.

G. Waste Disposal: Do not bury or burn waste materials on-site. Do not wash waste materials down sewers or into waterways. Comply with waste disposal requirements in Section 01 50 00 "Temporary Facilities and Controls."

H. During handling and installation, clean and protect construction in progress and adjoining materials already in place. Apply protective covering where required to ensure protection from damage or deterioration at Substantial Completion.

I. Clean and provide maintenance on completed construction as frequently as necessary through the remainder of the construction period. Adjust and lubricate operable components to ensure operability without damaging effects.

J. Limiting Exposures: Supervise construction operations to ensure that no part of the construction, completed or in progress, is subject to harmful, dangerous, damaging, or otherwise deleterious exposure during the construction period.

3.5 STARTING AND ADJUSTING

A. Start equipment and operating components to confirm proper operation. Remove malfunctioning units, replace with new units, and retest.

B. Adjust equipment for proper operation. Adjust operating components for proper operation without binding.

C. Test each piece of equipment to verify proper operation. Test and adjust controls and safeties. Replace damaged and malfunctioning controls and equipment.

D. Manufacturer's Field Service: Comply with qualification requirements in Section 01 40 00 "Quality Requirements."

3.6 PROTECTION OF INSTALLED CONSTRUCTION

A. Provide final protection and maintain conditions that ensure installed Work is without damage or deterioration at time of Substantial Completion.

B. Protection of Existing Items: Provide protection and ensure that existing items to remain undisturbed by construction are maintained in condition that existed at commencement of the Work.

C. Comply with manufacturer's written instructions for temperature and relative humidity.

END OF SECTION 01 73 00

01 77 00
CLOSEOUT PROCEDURES

PART 1 - GENERAL

1.1 RELATED DOCUMENTS
A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY
A. Section includes administrative and procedural requirements for contract closeout, including, but not limited to, the following:
1. Substantial Completion procedures.
2. Final completion procedures.
3. Warranties.
4. Final cleaning.
5. Repair of the Work.
B. Related Requirements:
1. Section 01 78 23 "Operation and Maintenance Data" for additional operation and maintenance manual requirements.
2. Section 01 78 39 "Project Record Documents" for submitting Record Drawings, Record Specifications, and Record Product Data.

1.3 ACTION SUBMITTALS
A. Contractor's List of Incomplete Items: Initial submittal at Substantial Completion.
B. Certified List of Incomplete Items: Final submittal at final completion.

1.4 CLOSEOUT SUBMITTALS
A. Certificates of Release: From authorities having jurisdiction.
B. Certificate of Insurance: For continuing coverage.

1.5 MAINTENANCE MATERIAL SUBMITTALS
A. Schedule of Maintenance Material Items: For maintenance material submittal items specified in other Sections.

1.6 SUBSTANTIAL COMPLETION PROCEDURES
A. Contractor's List of Incomplete Items: Prepare and submit a list of items to be completed and corrected (Contractor's punch list), indicating the value of each item on the list and reasons why the Work is incomplete.
B. Submittals Prior to Substantial Completion: Complete the following a minimum of 10 days prior to requesting inspection for determining date of Substantial Completion. List items below that are incomplete at time of request.
1. Certificates of Release: Obtain and submit releases from authorities having jurisdiction permitting Owner unrestricted use of the Work and access to services and utilities. Include occupancy permits, operating certificates, and similar releases.
2. Submit closeout submittals specified in other Division 01 Sections, including project record documents, operation and maintenance manuals, damage or settlement surveys, property surveys, and similar final record information.
3. Submit closeout submittals specified in individual Sections, including specific warranties, workmanship bonds, maintenance service agreements, final certifications, and similar documents.
4. Submit maintenance material submittals specified in individual Sections, including tools, spare parts, extra materials, and similar items, and deliver to location designated by Architect. Label with manufacturer's name and model number.
a. Schedule of Maintenance Material Items: Prepare and submit schedule of maintenance material submittal items, including name and quantity of each item and name and number of related Specification Section. Obtain Owner's signature for receipt of submittals.

C. Procedures Prior to Substantial Completion: Complete the following a minimum of 10 days prior to requesting inspection for determining date of Substantial Completion. List items below that are incomplete at time of request.
   1. Advise Owner of pending insurance changeover requirements.
   2. Make final changeover of permanent locks and deliver keys to Owner. Advise Owner's personnel of changeover in security provisions.
   3. Complete startup and testing of systems and equipment.
   4. Perform preventive maintenance on equipment used prior to Substantial Completion.
   5. Instruct Owner's personnel in operation, adjustment, and maintenance of products, equipment, and systems. Submit demonstration and training video recordings specified in Section 01 79 00 "Demonstration and Training."
   6. Advise Owner of changeover in utility services.
   7. Participate with Owner in conducting inspection and walkthrough with local emergency responders.
   8. Terminate and remove temporary facilities from Project site, along with mockups, construction tools, and similar elements.
   9. Complete final cleaning requirements.
   10. Touch up paint and otherwise repair and restore marred exposed finishes to eliminate visual defects.

D. Inspection: Submit a written request for inspection to determine Substantial Completion a minimum of 10 days prior to date the Work will be completed and ready for final inspection and tests. On receipt of request, Architect will either proceed with inspection or notify Contractor of unfulfilled requirements. Architect will prepare the Certificate of Substantial Completion after inspection or will notify Contractor of items, either on Contractor's list or additional items identified by Architect, that must be completed or corrected before certificate will be issued.
   1. Request reinspection when the Work identified in previous inspections as incomplete is completed or corrected.
   2. Results of completed inspection will form the basis of requirements for final completion.

1.7 FINAL COMPLETION PROCEDURES

A. Submittals Prior to Final Completion: Before requesting final inspection for determining final completion, complete the following:
   1. Submit a final Application for Payment according to Section 01 29 00 "Payment Procedures."
   2. Certified List of Incomplete Items: Submit certified copy of Architect's Substantial Completion inspection list of items to be completed or corrected (punch list), endorsed and dated by Architect. Certified copy of the list shall state that each item has been completed or otherwise resolved for acceptance.
   3. Certificate of Insurance: Submit evidence of final, continuing insurance coverage complying with insurance requirements.
   4. Submit pest-control final inspection report.
   5. Submit final completion photographic documentation.

B. Inspection: Submit a written request for final inspection to determine acceptance a minimum of 10 days prior to date the work will be completed and ready for final inspection and tests. On receipt of request, Architect will either proceed with inspection or notify Contractor of unfulfilled requirements. Architect will prepare a final Certificate for Payment after inspection or will notify Contractor of construction that must be completed or corrected before certificate will be issued.
   1. Request reinspection when the Work identified in previous inspections as incomplete is completed or corrected.

1.8 LIST OF INCOMPLETE ITEMS (PUNCH LIST)

A. Organization of List: Include name and identification of each space and area affected by construction operations for incomplete items and items needing correction including, if necessary, areas disturbed by Contractor that are outside the limits of construction.
   1. Organize list of spaces in sequential order, starting with exterior areas first and proceeding from lowest floor to highest floor.

2. Organize items applying to each space by major element, including categories for ceiling, individual walls, floors, equipment, and building systems.
3. Include the following information at the top of each page:
    a. Project name.
    b. Date.
    c. Name of Architect.
    d. Name of Contractor.
    e. Page number.
4. Submit list of incomplete items in the following format:
    a. Web-based project software upload. Utilize software feature for creating and updating list of incomplete items (punch list).

1.9 SUBMITTAL OF PROJECT WARRANTIES

A. Time of Submittal: Submit written warranties on request of Architect for designated portions of the Work where warranties are indicated to commence on dates other than date of Substantial Completion, or when delay in submittal of warranties might limit Owner's rights under warranty.
B. Partial Occupancy: Submit properly executed warranties within 15 days of completion of designated portions of the Work that are completed and occupied or used by Owner during construction period by separate agreement with Contractor.
C. Organize warranty documents into an orderly sequence based on the table of contents of Project Manual.
D. Warranty Electronic File: Provide warranties and bonds in PDF format. Assemble complete warranty and bond submittal package into a single electronic PDF file with bookmarks enabling navigation to each item. Provide bookmarked table of contents at beginning of document.
    1. Submit by uploading to web-based project software site.
E. Provide additional copies of each warranty to include in operation and maintenance manuals.

PART 2 - PRODUCTS

2.1 MATERIALS

A. Cleaning Agents: Use cleaning materials and agents recommended by manufacturer or fabricator of the surface to be cleaned. Do not use cleaning agents that are potentially hazardous to health or property or that might damage finished surfaces.
    1. Use cleaning products that comply with Green Seal's GS-37, or if GS-37 is not applicable, use products that comply with the California Code of Regulations maximum allowable VOC levels.

PART 3 - EXECUTION

3.1 FINAL CLEANING

A. General: Perform final cleaning. Conduct cleaning and waste-removal operations to comply with local laws and ordinances and Federal and local environmental and antipollution regulations.
B. Cleaning: Employ experienced workers or professional cleaners for final cleaning. Clean each surface or unit to condition expected in an average commercial building cleaning and maintenance program. Comply with manufacturer's written instructions.
    1. Complete the following cleaning operations before requesting inspection for certification of Substantial Completion for entire Project or for a designated portion of Project:
        a. Clean Project site, yard, and grounds, in areas disturbed by construction activities, including landscape development areas, of rubbish, waste material, litter, and other foreign substances.
        b. Sweep paved areas broom clean. Remove petrochemical spills, stains, and other foreign deposits.
        c. Rake grounds that are not planted, mulched, or paved to a smooth, even-textured surface.
        d. Remove tools, construction equipment, machinery, and surplus material from Project site.

e. Remove snow and ice to provide safe access to building.
f. Clean exposed exterior and interior hard-surfaced finishes to a dirt-free condition, free of stains, films, and similar foreign substances. Avoid disturbing natural weathering of exterior surfaces. Restore reflective surfaces to their original condition.
g. Remove debris and surface dust from limited access spaces, including roofs, plenums, shafts, trenches, equipment vaults, manholes, attics, and similar spaces.
h. Sweep concrete floors broom clean in unoccupied spaces.
i. Vacuum carpet and similar soft surfaces, removing debris and excess nap; clean according to manufacturer's recommendations if visible soil or stains remain.
j. Clean transparent materials, including mirrors and glass in doors and windows. Remove glazing compounds and other noticeable, vision-obscuring materials. Polish mirrors and glass, taking care not to scratch surfaces.
k. Remove labels that are not permanent.
l. Wipe surfaces of mechanical and electrical equipment, elevator equipment, and similar equipment. Remove excess lubrication, paint and mortar droppings, and other foreign substances.
m. Clean plumbing fixtures to a sanitary condition, free of stains, including stains resulting from water exposure.
n. Replace disposable air filters and clean permanent air filters. Clean exposed surfaces of diffusers, registers, and grills.
o. Clean ducts, blowers, and coils if units were operated without filters during construction or that display contamination with particulate matter on inspection.
    1) Clean HVAC system in compliance with Section 23 01 30.51 "HVAC Air-Distribution System Cleaning." Provide written report on completion of cleaning.
p. Clean light fixtures, lamps, globes, and reflectors to function with full efficiency.
q. Leave Project clean and ready for occupancy.

3.2 REPAIR OF THE WORK

A. Complete repair and restoration operations before requesting inspection for determination of Substantial Completion.
B. Repair, or remove and replace, defective construction. Repairing includes replacing defective parts, refinishing damaged surfaces, touching up with matching materials, and properly adjusting operating equipment. Where damaged or worn items cannot be repaired or restored, provide replacements. Remove and replace operating components that cannot be repaired. Restore damaged construction and permanent facilities used during construction to specified condition.
    1. Remove and replace chipped, scratched, and broken glass, reflective surfaces, and other damaged transparent materials.
    2. Touch up and otherwise repair and restore marred or exposed finishes and surfaces. Replace finishes and surfaces that that already show evidence of repair or restoration.
        a. Do not paint over "UL" and other required labels and identification, including mechanical and electrical nameplates. Remove paint applied to required labels and identification.
    3. Replace parts subject to operating conditions during construction that may impede operation or reduce longevity.
    4. Replace burned-out bulbs, bulbs noticeably dimmed by hours of use, and defective and noisy starters in fluorescent and mercury vapor fixtures to comply with requirements for new fixtures.

END OF SECTION 01 77 00

01 78 23
OPERATION AND MAINTENANCE DATA

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for preparing operation and maintenance manuals, including the following:
   1. Operation and maintenance documentation directory manuals.
   2. Systems and equipment operation manuals.
   3. Systems and equipment maintenance manuals.
   4. Product maintenance manuals.

B. Related Requirements:
   1. Section 01 33 00 "Submittal Procedures" for submitting copies of submittals for operation and maintenance manuals.

1.3 DEFINITIONS

A. System: An organized collection of parts, equipment, or subsystems united by regular interaction.

B. Subsystem: A portion of a system with characteristics similar to a system.

1.4 CLOSEOUT SUBMITTALS

A. Submit operation and maintenance manuals indicated. Provide content for each manual as specified in individual Specification Sections, and as reviewed and approved at the time of Section submittals. Submit reviewed manual content formatted and organized as required by this Section.
   1. Architect will comment on whether content of operation and maintenance submittals is acceptable.
   2. Where applicable, clarify and update reviewed manual content to correspond to revisions and field conditions.

B. Format: Submit operation and maintenance manuals in the following format:
   1. Submit on digital media acceptable to Architect. Enable reviewer comments on draft submittals.
   2. Submit three paper copies. Architect will return copies.

C. Initial Manual Submittal: Submit draft copy of each manual at least 30 days before commencing demonstration and training. Architect will comment on whether general scope and content of manual are acceptable.

D. Final Manual Submittal: Submit each manual in final form prior to requesting inspection for Substantial Completion and at least 15 days before commencing demonstration and training. Architect will return copy with comments.
   1. Correct or revise each manual to comply with Architect's comments. Submit copies of each corrected manual within 15 days of receipt of Architect's comments and prior to commencing demonstration and training.

E. Comply with Section 01 77 00 "Closeout Procedures" for schedule for submitting operation and maintenance documentation.

1.5 FORMAT OF OPERATION AND MAINTENANCE MANUALS

A. Manuals, Electronic Files: Submit manuals in the form of a multiple file composite electronic PDF file for each manual type required.
   1. Electronic Files: Use electronic files prepared by manufacturer where available. Where scanning of paper documents is required, configure scanned file for minimum readable file size.
   2. File Names and Bookmarks: Bookmark individual documents based on file names. Name document files to correspond to system, subsystem, and equipment names used in

manual directory and table of contents. Group documents for each system and subsystem into individual composite bookmarked files, then create composite manual, so that resulting bookmarks reflect the system, subsystem, and equipment names in a readily navigated file tree. Configure electronic manual to display bookmark panel on opening file.

B. Manuals, Paper Copy: Submit manuals in the form of hard-copy, bound and labeled volumes.
   1. Binders: Heavy-duty, three-ring, vinyl-covered, binders, in thickness necessary to accommodate contents, sized to hold 8-1/2-by-11-inch paper; with clear plastic sleeve on spine to hold label describing contents and with pockets inside covers to hold folded oversize sheets.
      a. If two or more binders are necessary to accommodate data of a system, organize data in each binder into groupings by subsystem and related components. Cross-reference other binders if necessary to provide essential information for proper operation or maintenance of equipment or system.
      b. Identify each binder on front and spine, with printed title "OPERATION AND MAINTENANCE MANUAL," Project title or name, and subject matter of contents. Indicate volume number for multiple-volume sets.
   2. Dividers: Heavy-paper dividers with plastic-covered tabs for each section of the manual. Mark each tab to indicate contents. Include typed list of products and major components of equipment included in the section on each divider, cross-referenced to Specification Section number and title of Project Manual.
   3. Protective Plastic Sleeves: Transparent plastic sleeves designed to enclose diagnostic software storage media for computerized electronic equipment. Enclose title pages and directories in clear plastic sleeves.
   4. Supplementary Text: Prepared on 8-1/2-by-11-inch white bond paper.
   5. Drawings: Attach reinforced, punched binder tabs on drawings and bind with text.
      a. If oversize drawings are necessary, fold drawings to same size as text pages and use as foldouts.
      b. If drawings are too large to be used as foldouts, fold and place drawings in labeled envelopes and bind envelopes in rear of manual. At appropriate locations in manual, insert typewritten pages indicating drawing titles, descriptions of contents, and drawing locations.

1.6 REQUIREMENTS FOR EMERGENCY, OPERATION, AND MAINTENANCE MANUALS

A. Organization of Manuals: Unless otherwise indicated, organize each manual into a separate section for each system and subsystem, and a separate section for each piece of equipment not part of a system. Each manual shall contain the following materials, in the order listed:
   1. Title page.
   2. Table of contents.
   3. Manual contents.

B. Title Page: Include the following information:
   1. Subject matter included in manual.
   2. Name and address of Project.
   3. Name and address of Owner.
   4. Date of submittal.
   5. Name and contact information for Contractor.
   6. Name and contact information for Architect.
   7. Names and contact information for major consultants to the Architect that designed the systems contained in the manuals.
   8. Cross-reference to related systems in other operation and maintenance manuals.

C. Table of Contents: List each product included in manual, identified by product name, indexed to the content of the volume, and cross-referenced to Specification Section number in Project Manual.
   1. If operation or maintenance documentation requires more than one volume to accommodate data, include comprehensive table of contents for all volumes in each volume of the set.

D. Manual Contents: Organize into sets of manageable size. Arrange contents alphabetically by system, subsystem, and equipment. If possible, assemble instructions for subsystems, equipment, and components of one system into a single binder.
E. Identification: In the documentation directory and in each operation and maintenance manual, identify each system, subsystem, and piece of equipment with same designation used in the Contract Documents. If no designation exists, assign a designation according to ASHRAE Guideline 4, "Preparation of Operating and Maintenance Documentation for Building Systems."

1.7 OPERATION AND MAINTENANCE DOCUMENTATION DIRECTORY MANUAL
A. Operation and Maintenance Documentation Directory: Prepare a separate manual that provides an organized reference to emergency, operation, and maintenance manuals. List items and their location to facilitate ready access to desired information. Include the following:
1. List of Systems and Subsystems: List systems alphabetically. Include references to operation and maintenance manuals that contain information about each system.
2. List of Equipment: List equipment for each system, organized alphabetically by system. For pieces of equipment not part of system, list alphabetically in separate list.
3. Tables of Contents: Include a table of contents for each emergency, operation, and maintenance manual.

1.8 SYSTEMS AND EQUIPMENT OPERATION MANUALS
A. Systems and Equipment Operation Manual: Assemble a complete set of data indicating operation of each system, subsystem, and piece of equipment not part of a system. Include information required for daily operation and management, operating standards, and routine and special operating procedures.
1. Engage a factory-authorized service representative to assemble and prepare information for each system, subsystem, and piece of equipment not part of a system.
2. Prepare a separate manual for each system and subsystem, in the form of an instructional manual for use by Owner's operating personnel.
B. Content: In addition to requirements in this Section, include operation data required in individual Specification Sections and the following information:
1. System, subsystem, and equipment descriptions. Use designations for systems and equipment indicated on Contract Documents.
2. Performance and design criteria if Contractor has delegated design responsibility.
3. Operating standards.
4. Operating procedures.
5. Operating logs.
6. Wiring diagrams.
7. Control diagrams.
8. Piped system diagrams.
9. Precautions against improper use.
10. License requirements including inspection and renewal dates.
C. Descriptions: Include the following:
1. Product name and model number. Use designations for products indicated on Contract Documents.
2. Manufacturer's name.
3. Equipment identification with serial number of each component.
4. Equipment function.
5. Operating characteristics.
6. Limiting conditions.
7. Engineering data and tests.
8. Complete nomenclature and number of replacement parts.
D. Operating Procedures: Include the following, as applicable:
1. Startup procedures.
2. Equipment or system break-in procedures.
3. Routine and normal operating instructions.

4. Regulation and control procedures.
5. Instructions on stopping.
6. Normal shutdown instructions.
7. Seasonal and weekend operating instructions.
8. Required sequences for electric or electronic systems.
9. Special operating instructions and procedures.

E. Systems and Equipment Controls: Describe the sequence of operation, and diagram controls as installed.

1.9 SYSTEMS AND EQUIPMENT MAINTENANCE MANUALS

A. Systems and Equipment Maintenance Manuals: Assemble a complete set of data indicating maintenance of each system, subsystem, and piece of equipment not part of a system. Include manufacturers' maintenance documentation, preventive maintenance procedures and frequency, repair procedures, wiring and systems diagrams, lists of spare parts, and warranty information.
   1. Engage a factory-authorized service representative to assemble and prepare information for each system, subsystem, and piece of equipment not part of a system.
   2. Prepare a separate manual for each system and subsystem, in the form of an instructional manual for use by Owner's operating personnel.

B. Content: For each system, subsystem, and piece of equipment not part of a system, include source information, manufacturers' maintenance documentation, maintenance procedures, maintenance and service schedules, spare parts list and source information, maintenance service contracts, and warranties and bonds as described below.

C. Source Information: List each system, subsystem, and piece of equipment included in manual, identified by product name and arranged to match manual's table of contents. For each product, list name, address, and telephone number of Installer or supplier and maintenance service agent, and cross-reference Specification Section number and title in Project Manual and drawing or schedule designation or identifier where applicable.

D. Manufacturers' Maintenance Documentation: Include the following information for each component part or piece of equipment:
   1. Standard maintenance instructions and bulletins; include only sheets pertinent to product or component installed. Mark each sheet to identify each product or component incorporated into the Work. If data include more than one item in a tabular format, identify each item using appropriate references from the Contract Documents. Identify data applicable to the Work and delete references to information not applicable.
      a. Prepare supplementary text if manufacturers' standard printed data are not available and where the information is necessary for proper operation and maintenance of equipment or systems.
   2. Drawings, diagrams, and instructions required for maintenance, including disassembly and component removal, replacement, and assembly.
   3. Identification and nomenclature of parts and components.
   4. List of items recommended to be stocked as spare parts.

E. Maintenance Procedures: Include the following information and items that detail essential maintenance procedures:
   1. Test and inspection instructions.
   2. Troubleshooting guide.
   3. Precautions against improper maintenance.
   4. Disassembly; component removal, repair, and replacement; and reassembly instructions.
   5. Aligning, adjusting, and checking instructions.
   6. Demonstration and training video recording, if available.

F. Maintenance and Service Schedules: Include service and lubrication requirements, list of required lubricants for equipment, and separate schedules for preventive and routine maintenance and service with standard time allotment.
   1. Scheduled Maintenance and Service: Tabulate actions for daily, weekly, monthly, quarterly, semiannual, and annual frequencies.

2. Maintenance and Service Record: Include manufacturers' forms for recording maintenance.

G. Spare Parts List and Source Information: Include lists of replacement and repair parts, with parts identified and cross-referenced to manufacturers' maintenance documentation and local sources of maintenance materials and related services.

H. Maintenance Service Contracts: Include copies of maintenance agreements with name and telephone number of service agent.

I. Warranties and Bonds: Include copies of warranties and bonds and lists of circumstances and conditions that would affect validity of warranties or bonds.
1. Include procedures to follow and required notifications for warranty claims.

J. Drawings: Prepare drawings supplementing manufacturers' printed data to illustrate the relationship of component parts of equipment and systems and to illustrate control sequence and flow diagrams. Coordinate these drawings with information contained in record Drawings to ensure correct illustration of completed installation.
1. Do not use original project record documents as part of maintenance manuals.

1.10 PRODUCT MAINTENANCE MANUALS

A. Product Maintenance Manual: Assemble a complete set of maintenance data indicating care and maintenance of each product, material, and finish incorporated into the Work.

B. Content: Organize manual into a separate section for each product, material, and finish. Include source information, product information, maintenance procedures, repair materials and sources, and warranties and bonds, as described below.

C. Source Information: List each product included in manual identified by product name and arranged to match manual's table of contents. For each product, list name, address, and telephone number of Installer or supplier and maintenance service agent, and cross-reference Specification Section number and title in Project Manual and drawing or schedule designation or identifier where applicable.

D. Product Information: Include the following, as applicable:
1. Product name and model number.
2. Manufacturer's name.
3. Color, pattern, and texture.
4. Material and chemical composition.
5. Reordering information for specially manufactured products.

E. Maintenance Procedures: Include manufacturer's written recommendations and the following:
1. Inspection procedures.
2. Types of cleaning agents to be used and methods of cleaning.
3. List of cleaning agents and methods of cleaning detrimental to product.
4. Schedule for routine cleaning and maintenance.
5. Repair instructions.

F. Repair Materials and Sources: Include lists of materials and local sources of materials and related services.

G. Warranties and Bonds: Include copies of warranties and bonds and lists of circumstances and conditions that would affect validity of warranties or bonds.
1. Include procedures to follow and required notifications for warranty claims.

PART 2 - PRODUCTS (Not Used)

PART 3 - EXECUTION (Not Used)

END OF SECTION 01 78 23

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01 78 39
PROJECT RECORD DOCUMENTS

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for project record documents, including the following:
   1. Record Drawings.
   2. Record Specifications.
   3. Record Product Data.
   4. Miscellaneous record submittals.

B. Related Requirements:
   1. Section 01 73 00 "Execution" for final property survey.
   2. Section 01 77 00 "Closeout Procedures" for general closeout procedures.
   3. Section 01 78 23 "Operation and Maintenance Data" for operation and maintenance manual requirements.

1.3 CLOSEOUT SUBMITTALS

A. Record Drawings: Comply with the following:
   1. Number of Copies: Submit one set of marked-up record prints.
   2. Number of Copies: Submit copies of record Drawings as follows:
      a. Final Submittal:
         1) Submit one paper-copy and one digital set of marked-up record prints.
         2) Plot each drawing file, whether or not changes and additional information were recorded.

B. Record Specifications: Submit annotated PDF electronic files of Project's Specifications, including addenda and contract modifications.

C. Record Product Data: Submit one annotated PDF electronic file of each submittal.
   1. Where record Product Data are required as part of operation and maintenance manuals, submit duplicate marked-up Product Data as a component of manual.

1.4 RECORD DRAWINGS

A. Record Prints: Maintain one set of marked-up paper copies of the Contract Drawings and Shop Drawings, incorporating new and revised drawings as modifications are issued.
   1. Preparation: Mark record prints to show the actual installation where installation varies from that shown originally. Require individual or entity who obtained record data, whether individual or entity is Installer, subcontractor, or similar entity, to provide information for preparation of corresponding marked-up record prints.
      a. Give particular attention to information on concealed elements that would be difficult to identify or measure and record later.
      b. Accurately record information in an acceptable drawing technique.
      c. Record data as soon as possible after obtaining it.
      d. Record and check the markup before enclosing concealed installations.
      e. Cross-reference record prints to corresponding photographic documentation.
   2. Content: Types of items requiring marking include, but are not limited to, the following:
      a. Dimensional changes to Drawings.
      b. Revisions to details shown on Drawings.
      c. Depths of foundations.
      d. Locations and depths of underground utilities.
      e. Revisions to routing conduits.
      f. Revisions to electrical circuitry.
      g. Actual equipment locations.
      h. Locations of concealed internal utilities.

i. Changes made by Change Order.
j. Changes made following Architect's written orders.
k. Details not on the original Contract Drawings.
l. Field records for variable and concealed conditions.
m. Record information on the Work that is shown only schematically.

3. Mark the Contract Drawings and Shop Drawings completely and accurately. Use personnel proficient at recording graphic information in production of marked-up record prints.
4. Mark record sets with erasable, red-colored pencil. Use other colors to distinguish between changes for different categories of the Work at same location.
5. Mark important additional information that was either shown schematically or omitted from original Drawings.
6. Note Construction Change Directive numbers, alternate numbers, Change Order numbers, and similar identification, where applicable.

B. Record Digital Data Files: Immediately before inspection for Certificate of Substantial Completion, review marked-up record prints with Architect. When authorized, prepare a full set of corrected digital data files of the Contract Drawings, as follows:
1. Format: Same digital data software program, version, and operating system as the original Contract Drawings.
2. Format: Annotated PDF electronic file.
3. Incorporate changes and additional information previously marked on record prints. Delete, redraw, and add details and notations where applicable.
4. Refer instances of uncertainty to Architect for resolution.
5. Architect will furnish Contractor with one set of digital data files of the Contract Drawings for use in recording information.
a. See Section 01 31 00 "Project Management and Coordination" for requirements related to use of Architect's digital data files.
b. Architect will provide data file layer information. Record markups in separate layers.

C. Format: Identify and date each record Drawing; include the designation "PROJECT RECORD DRAWING" in a prominent location.
1. Record Prints: Organize record prints into manageable sets. Bind each set with durable paper cover sheets. Include identification on cover sheets.
2. Format: Annotated PDF electronic file.
3. Record Digital Data Files: Organize digital data information into separate electronic files that correspond to each sheet of the Contract Drawings. Name each file with the sheet identification. Include identification in each digital data file.
4. Identification: As follows:
a. Project name.
b. Date.
c. Designation "PROJECT RECORD DRAWINGS."
d. Name of Architect.
e. Name of Contractor.

1.5 RECORD SPECIFICATIONS

A. Preparation: Mark Specifications to indicate the actual product installation where installation varies from that indicated in Specifications, addenda, and contract modifications.
1. Give particular attention to information on concealed products and installations that cannot be readily identified and recorded later.
2. Mark copy with the proprietary name and model number of products, materials, and equipment furnished, including substitutions and product options selected.
3. Record the name of manufacturer, supplier, Installer, and other information necessary to provide a record of selections made.
4. For each principal product, indicate whether record Product Data has been submitted in operation and maintenance manuals instead of submitted as record Product Data.
5. Note related Change Orders and record Drawings where applicable.

B. Format: Submit record Specifications as annotated PDF electronic file.

1.6 RECORD PRODUCT DATA

A. Recording: Maintain one copy of each submittal during the construction period for project record document purposes. Post changes and revisions to project record documents as they occur; do not wait until end of Project.

B. Preparation: Mark Product Data to indicate the actual product installation where installation varies substantially from that indicated in Product Data submittal.
   1. Give particular attention to information on concealed products and installations that cannot be readily identified and recorded later.
   2. Include significant changes in the product delivered to Project site and changes in manufacturer's written instructions for installation.
   3. Note related Change Orders and record Drawings where applicable.

C. Format: Submit record Product Data as annotated PDF electronic file(s) of marked-up paper copy of Product Data.
   1. Include record Product Data directory organized by Specification Section number and title, electronically linked to each item of record Product Data.

1.7 MAINTENANCE OF RECORD DOCUMENTS

A. Maintenance of Record Documents: Store record documents in the field office apart from the Contract Documents used for construction. Do not use project record documents for construction purposes. Maintain record documents in good order and in a clean, dry, legible condition, protected from deterioration and loss. Provide access to project record documents for Architect's reference during normal working hours.

PART 2 - PRODUCTS

PART 3 - EXECUTION

END OF SECTION 01 78 39

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01 79 00
DEMONSTRATION AND TRAINING

PART 1 - GENERAL

1.1 RELATED DOCUMENTS

A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and other Division 01 Specification Sections, apply to this Section.

1.2 SUMMARY

A. Section includes administrative and procedural requirements for instructing Owner's personnel, including the following:
   1. Instruction in operation and maintenance of systems, subsystems, and equipment.

1.3 INFORMATIONAL SUBMITTALS

A. Instruction Program: Submit outline of instructional program for demonstration and training, including a list of training modules and a schedule of proposed dates, times, length of instruction time, and instructors' names for each training module. Include learning objective and outline for each training module.
   1. Indicate proposed training modules using manufacturer-produced demonstration and training video recordings for systems, equipment, and products in lieu of video recording of live instructional module.

B. Attendance Record: For each training module, submit list of participants and length of instruction time.

1.4 COORDINATION

A. Coordinate instruction schedule with Owner's operations. Adjust schedule as required to minimize disrupting Owner's operations and to ensure availability of Owner's personnel.

B. Coordinate instructors, including providing notification of dates, times, length of instruction time, and course content.

C. Coordinate content of training modules with content of approved emergency, operation, and maintenance manuals. Do not submit instruction program until operation and maintenance data have been reviewed and approved by Architect.

1.5 INSTRUCTION PROGRAM

A. Program Structure: Develop an instruction program that includes individual training modules for each system and for equipment not part of a system, as required by individual Specification Sections.

B. Training Modules: Develop a learning objective and teaching outline for each module. Include a description of specific skills and knowledge that participant is expected to master. For each module, include instruction for the following as applicable to the system, equipment, or component:
   1. Basis of System Design, Operational Requirements, and Criteria: Include the following:
      a. System, subsystem, and equipment descriptions.
      b. Performance and design criteria if Contractor is delegated design responsibility.
      c. Operating standards.
      d. Regulatory requirements.
      e. Equipment function.
      f. Operating characteristics.
      g. Limiting conditions.
      h. Performance curves.
   2. Documentation: Review the following items in detail:
      a. Emergency manuals.
      b. Systems and equipment operation manuals.
      c. Systems and equipment maintenance manuals.
      d. Product maintenance manuals.
      e. Project Record Documents.
      f. Identification systems.

g. Warranties and bonds.
h. Maintenance service agreements and similar continuing commitments.

3. Operations: Include the following, as applicable:
   a. Startup procedures.
   b. Equipment or system break-in procedures.
   c. Routine and normal operating instructions.
   d. Regulation and control procedures.
   e. Control sequences.
   f. Safety procedures.
   g. Instructions on stopping.
   h. Normal shutdown instructions.
   i. Operating procedures for emergencies.
   j. Operating procedures for system, subsystem, or equipment failure.
   k. Seasonal and weekend operating instructions.
   l. Required sequences for electric or electronic systems.
   m. Special operating instructions and procedures.
4. Adjustments: Include the following:
   a. Alignments.
   b. Checking adjustments.
   c. Noise and vibration adjustments.
   d. Economy and efficiency adjustments.
5. Troubleshooting: Include the following:
   a. Diagnostic instructions.
   b. Test and inspection procedures.
6. Maintenance: Include the following:
   a. Inspection procedures.
   b. Types of cleaning agents to be used and methods of cleaning.
   c. List of cleaning agents and methods of cleaning detrimental to product.
   d. Procedures for routine cleaning.
   e. Procedures for preventive maintenance.
   f. Procedures for routine maintenance.
   g. Instruction on use of special tools.
7. Repairs: Include the following:
   a. Diagnosis instructions.
   b. Repair instructions.
   c. Disassembly; component removal, repair, and replacement; and reassembly instructions.
   d. Instructions for identifying parts and components.
   e. Review of spare parts needed for operation and maintenance.

1.6 PREPARATION

A. Assemble educational materials necessary for instruction, including documentation and training module. Assemble training modules into a training manual organized in coordination with requirements in Section 01 78 23 "Operation and Maintenance Data."

B. Set up instructional equipment at instruction location.

1.7 INSTRUCTION

A. Engage qualified instructors to instruct Owner's personnel to adjust, operate, and maintain systems, subsystems, and equipment not part of a system.
   1. Architect will furnish an instructor to describe basis of system design, operational requirements, criteria, and regulatory requirements.
   2. Owner will furnish an instructor to describe Owner's operational philosophy.
   3. Owner will furnish Contractor with names and positions of participants.

B. Scheduling: Provide instruction at mutually agreed-on times.
   1. Schedule training with Owner with at least seven days' advance notice.

C. Training Location and Reference Material: Conduct training on-site in the completed and fully operational facility using the actual equipment in-place. Conduct training using final operation and maintenance data submittals.

D. Cleanup: Collect used and leftover educational materials and remove from Project site. Remove instructional equipment. Restore systems and equipment to condition existing before initial training use.

PART 2 - PRODUCTS

PART 3 - EXECUTION

END OF SECTION 01 79 00

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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT

MAYO CIVIC CENTER

MARQUEE SIGN & PARK UPGRADES

ROCHESTER, MINNESOTA

CONSTRUCTION DOCUMENT

11/10/2025

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S-001	MARQUEE SIGN FOUNDATION DETAILS

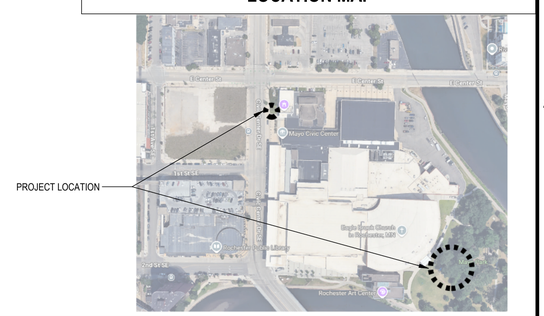
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ES102	ELECTRICAL SITE PLAN - PARK UPGRADES, ELECTRICAL SCHEDULES, AND PARTIAL ELECTRICAL RISER DIAGRAM

LOCATION MAP



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Engineering
Planning

CONSULTANTS

wsb

ARCHITECT

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Print Name: Mike Henry Young

Signature:

Date: 11/10/2025 License # 59775

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE 11/10/2025	DRAWN BY ---
PROJECT # 01231084	CHECKED BY ---

SHEET TITLE

COVER SHEET

SHEET NUMBER

G-001

CONSTRUCTION DOCUMENT

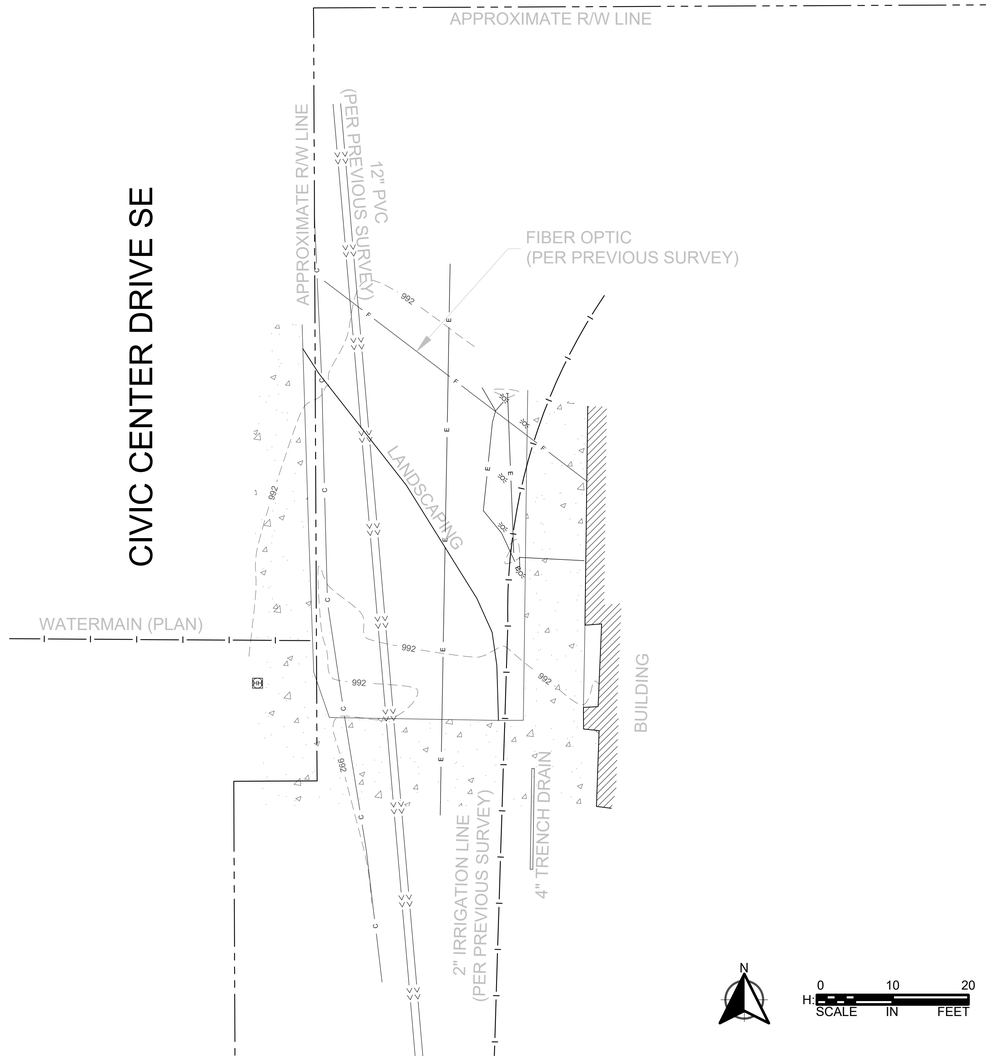
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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT



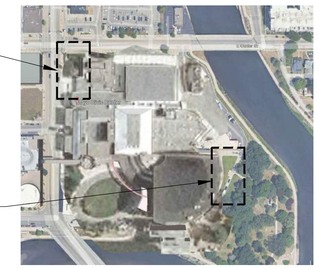
PARK PROJECT AREA



WEST SIDE PROJECT AREA

NOTES

1. EXISTING SITE INFORMATION WAS TAKEN FROM A PARTIAL SURVEY COMPLETED BY WSB OCTOBER 2025. CONTACT THE ENGINEER IF DISCREPANCIES ARISE.
2. THE CONTRACTOR SHOULD CONTACT LOCAL UTILITY MARKING AUTHORITY PRIOR TO CONSTRUCTION.
3. REFER TO GEOTECHNICAL REPORT PREPARED BY WSB DATED OCTOBER 2025 FOR RECOMMENDATIONS.



KEY

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wsb

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

VICKI VANDELL

DATE: 11-10-2025 LIC. NO: 41352

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE **11/10/2025**	DRAWN BY **SJR**
PROJECT # **031437**	CHECKED BY **VJV**

SHEET TITLE

EXISTING CONDITIONS PLAN

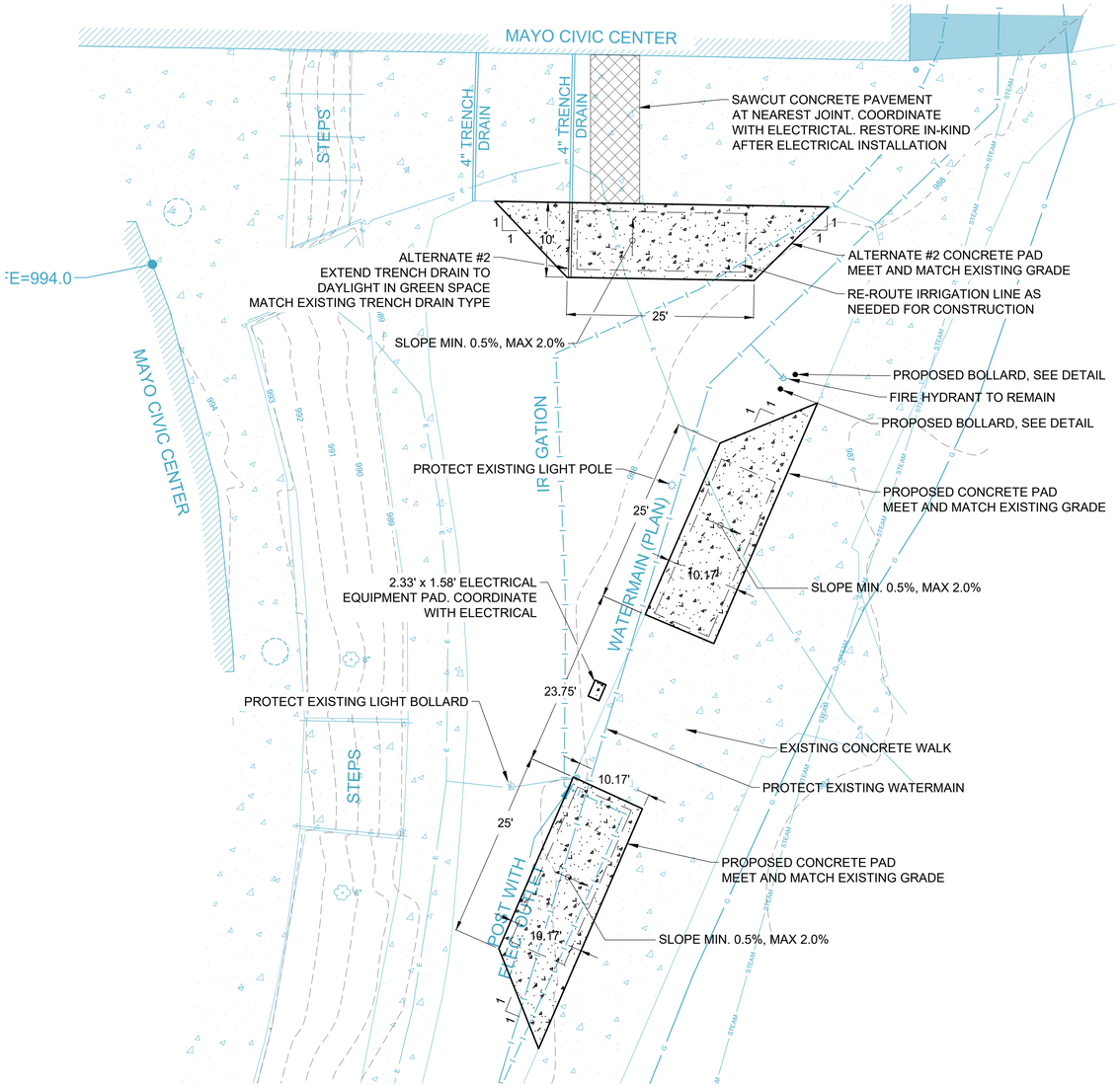
SHEET NUMBER

C1.1

CONSTRUCTION DOCUMENTS

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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT



PARK SITE PLAN

N

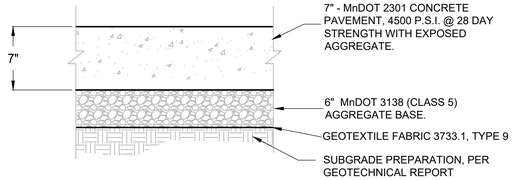
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SITE PLAN LEGEND

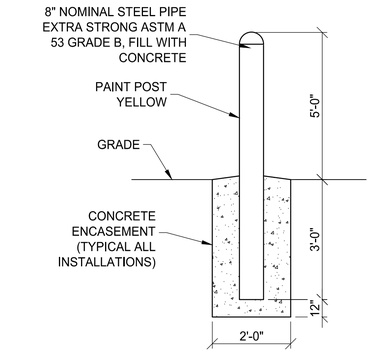
PROPOSED CONCRETE PAD. SEE DETAIL 1/C2.1.

SITE PLAN NOTES

1. EXISTING SITE INFORMATION WAS TAKEN FROM A PARTIAL SURVEY COMPLETED BY WSB OCTOBER 2025. CONTACT THE ENGINEER IF DISCREPANCIES ARISE.
2. THE CONTRACTOR SHALL CONSTRUCT ALL PAVEMENTS TO CONFORM WITH THE CORRECT LINES AND FINISHED GRADES AS INDICATED ON THE PLANS AND TO MATCH EXISTING PAVEMENT GRADES AT TIE-IN POINTS. NO PONDING OF WATER WILL BE ALLOWED.
3. SAW ALL CONCRETE CONSTRUCTION JOINTS, CLEAN THEM OF DEBRIS, BLOW THEM DRY AND IMMEDIATELY SEAL WITH JOINT SEALANT.
4. REINFORCE ODD SHAPED PAVING PANELS WITH #3 BARS AT 24" EACH WAY. AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERS TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR.
5. DIMENSIONS ARE EDGE OF PAVEMENT, CURB GUTTER-LINE, OUTSIDE FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
6. REFER TO GEOTECHNICAL REPORT PREPARED BY WSB DATED OCTOBER 2025 FOR RECOMMENDATIONS.
7. SIDEWALK CROSS-SLOPES SHALL NOT EXCEED 2.0% AND LONGITUDINAL SLOPES SHALL NOT EXCEED 5.0%.

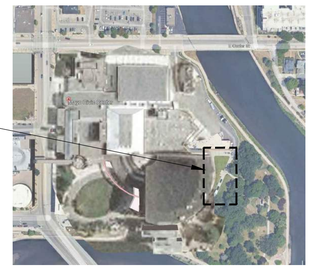


1 C2.1 CONCRETE PAVEMENT SECTION
SCALE: NOT TO SCALE



2 C2.1 PIPE BOLLARD
SCALE: NOT TO SCALE

PARK PROJECT AREA



KEY

TSP, Inc.
1500 Highway 52 North
Rochester, MN 55901

(507) 288-8155
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Architecture
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wsb

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VICKI VANDELL

DATE: 11-10-2025 LIC. NO: 41352

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE **11/10/2025** DRAWN BY **SJR**

PROJECT # **031437** CHECKED BY **VJV**

SHEET TITLE

PARK SITE PLAN

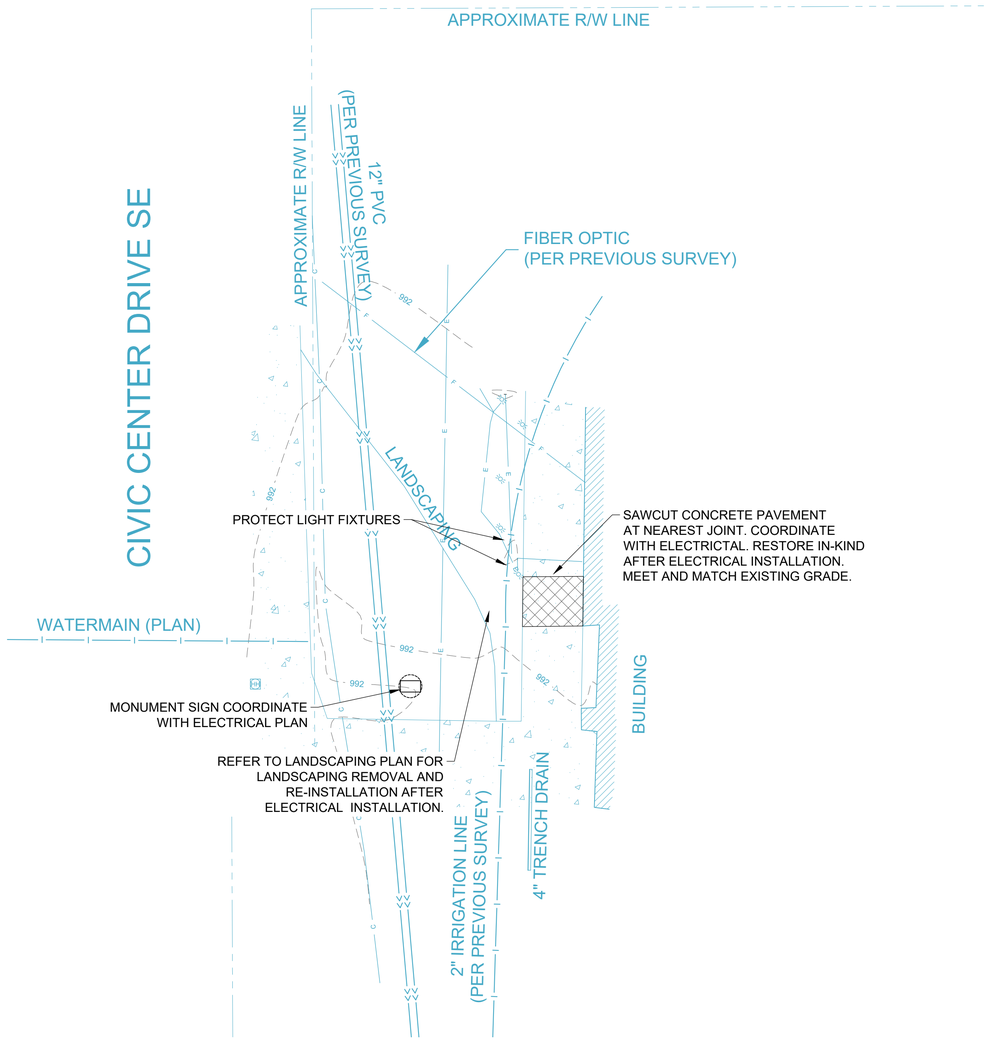
SHEET NUMBER

C2.1

CONSTRUCTION DOCUMENTS

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WEST SIDE SITE PLAN

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SCALE IN FEET

SITE PLAN LEGEND

PROPOSED CONCRETE PAD. SEE DETAIL 1/C2.1.

SITE PLAN NOTES

1. BACKGROUND INFORMATION FROM ARCHITECT. SURVEY WILL BE COMPLETED PRIOR TO CONSTRUCTION PLANS.
2. THE CONTRACTOR SHALL CONSTRUCT ALL PAVEMENTS TO CONFORM WITH THE CORRECT LINES AND FINISHED GRADES AS INDICATED ON THE PLANS AND TO MATCH EXISTING PAVEMENT GRADES AT TIE-IN POINTS. NO PONDING OF WATER WILL BE ALLOWED.
3. SAW ALL CONCRETE CONSTRUCTION JOINTS, CLEAN THEM OF DEBRIS, BLOW THEM DRY AND IMMEDIATELY SEAL WITH JOINT SEALANT.
4. REINFORCE ODD SHAPED PAVING PANELS WITH #3 BARS AT 24" EACH WAY. AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERS TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR.
5. DIMENSIONS ARE EDGE OF PAVEMENT, CURB GUTTER-LINE, OUTSIDE FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

WEST SIDE PROJECT AREA



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DATE: 11-10-2025 LIC. NO: 41352

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SHEET TITLE

WEST SIDE SITE PLAN

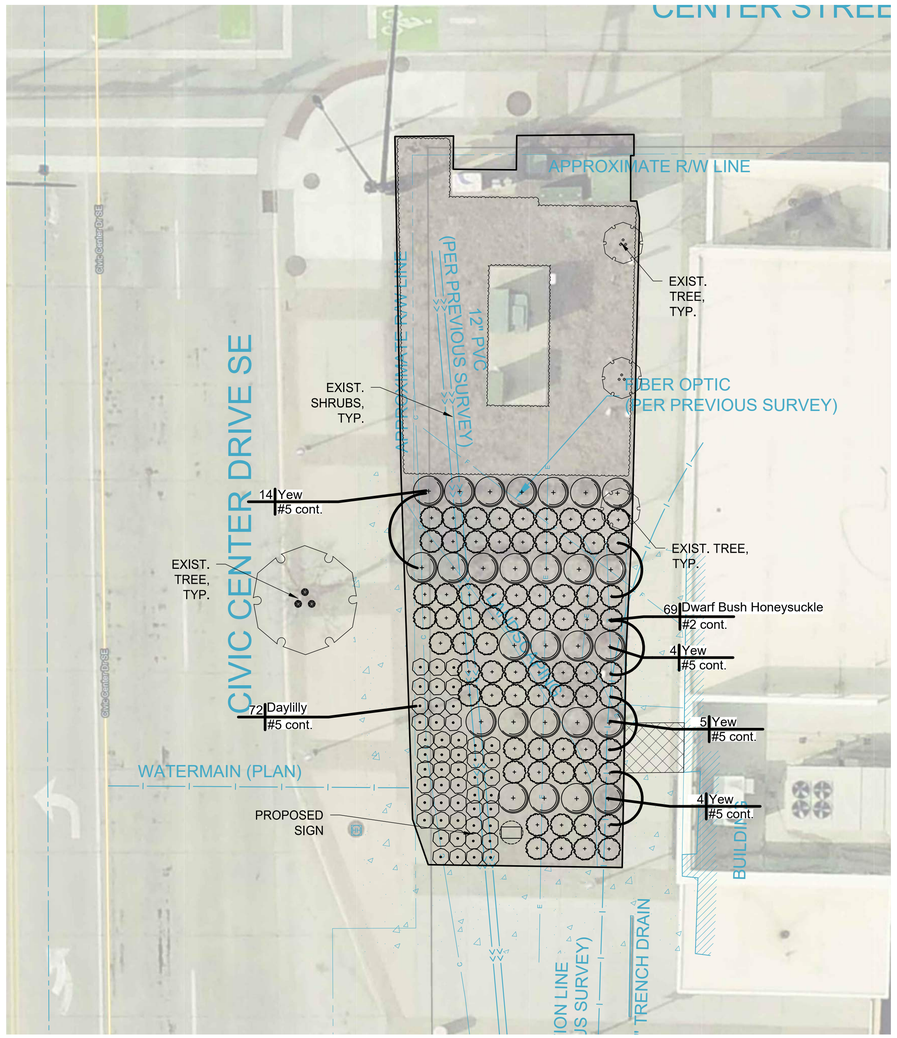
SHEET NUMBER

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CONSTRUCTION DOCUMENTS

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1 L1.0 LANDSCAPE PLAN

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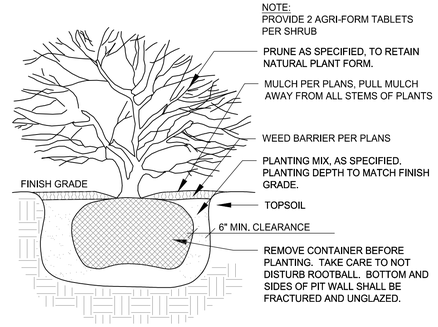
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PLANT_SCHEDULE

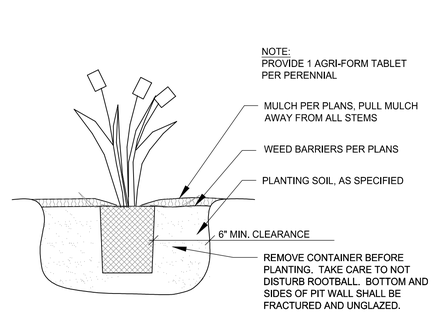
SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
SHRUBS			
+	27	TAXUS X MEDIA 'TAUNTONII' / TAUNTON YEW	#5 CONT.
+	69	DIERVILLA LONICERA / DWARF BUSH HONEYSUCKLE	#2 CONT.
PERENNIALS			
·	72	HEMEROCALLIS "STELLA DE ORO" / STELLA DE ORO DAY LILLY	1 GAL

LANDSCAPE PLAN GENERAL NOTES

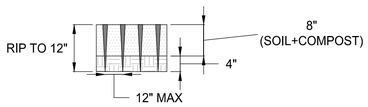
1. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT 811 FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
2. WHERE SHOWN, SHRUB & PERENNIAL BEDS SHALL BE MULCHED WITH 4" DEPTH (MINIMUM AFTER INSTALLATION AND/OR TOP DRESSING OPERATIONS) OF SHREDDED HARDWOOD MULCH THAT MATCHES THE COLOR OF EXISTING MULCH ON THE SITE.
3. PLANT MATERIALS SHALL CONFORM WITH THE AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND SHALL BE OF HARDY STOCK, FREE FROM DISEASE, DAMAGE AND DISFIGURATION. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PLUMPNESS OF PLANT MATERIAL FOR DURATION OF ACCEPTANCE PERIOD.
4. UPON DISCOVERY OF A DISCREPANCY BETWEEN THE QUANTITY OF PLANTS SHOWN ON THE SCHEDULE AND THE QUANTITY SHOWN ON THE PLAN, THE PLAN SHALL GOVERN.
5. CONDITION OF VEGETATION SHALL BE MONITORED BY THE LANDSCAPE ARCHITECT THROUGHOUT THE DURATION OF THE CONTRACT. LANDSCAPE MATERIALS PART OF THE CONTRACT SHALL BE WARRANTED FOR TWO (2) FULL GROWING SEASONS FROM SUBSTANTIAL COMPLETION DATE.
6. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL RECEIVE 6" LAYER TOPSOIL AND SOD AS SPECIFIED UNLESS OTHERWISE NOTED ON THE DRAWINGS.
7. COORDINATE LOCATION OF VEGETATION WITH UNDERGROUND AND OVERHEAD UTILITIES, LIGHTING FIXTURES, DOORS AND WINDOWS. CONTRACTOR SHALL STAKE IN THE FIELD FINAL LOCATION OF TREES AND SHRUBS FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
8. ALL PLANT MATERIALS SHALL BE WATERED AND MAINTAINED UNTIL ACCEPTANCE.
9. REPAIR AT NO COST TO OWNER ALL DAMAGE RESULTING FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
10. SWEEP AND MAINTAIN ALL PAVED SURFACES FREE OF DEBRIS GENERATED FROM LANDSCAPE CONTRACTOR'S ACTIVITIES.
11. THE CONTRACTOR SHALL SPOIL ANY EXCESS TOPSOIL LOCATED ON THE SITE THAT IS NOT REQUIRED TO PERFORM LANDSCAPE OPERATIONS. IF SUFFICIENT TOPSOIL IS NOT PRESENT ON SITE, THE CONTRACTOR SHALL IMPORT TOPSOIL TO THE SITE IN ORDER TO COMPLETE THE LANDSCAPE OPERATIONS. THE CONTRACTOR SHALL PERFORM A SOIL TEST ON THE EXISTING AND IMPORTED TOPSOIL AND APPLY LIME AND FERTILIZER AS RECOMMENDED BY THE TESTING AGENCY.
12. ALL PLANT MATERIAL MUST BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.
13. THE SITE IS CURRENTLY IRRIGATED BY IRRIGATION SYSTEM. EXISTING IRRIGATION SYSTEM SHALL BE MODIFIED TO ACCOMMODATE THE PROPOSED PLANTING DESIGN. MODIFICATION SHALL BE DESIGNED AND INSTALLED BY IRRIGATION CONTRACTOR. THE SYSTEM SHALL PROVIDE HEAD TO HEAD OR DRIP COVERAGE AND BE CAPABLE OF DELIVERING ONE INCH OF PRECIPITATION PER WEEK. SYSTEM SHALL EXTEND INTO THE PUBLIC RIGHT-OF-WAY TO THE EDGE OF PAVEMENT/BACK OF CURB.
19. CONTRACTOR SHALL SECURE APPROVAL OF PROPOSED IRRIGATION SYSTEM INCLUDING PRICING FROM OWNER, PRIOR TO INSTALLATION.
20. ALL DISTURBED AREAS NOT TO BE LANDSCAPE BEDS OR SODDED SHALL BE SEEDED. INSTALL SEED AT A RATE OF 2 LBS PER 1,000 SF. APPLY 13-13-13 FERTILIZER AT A RATE OF 300 LBS PER ACRE OR AS RECOMMENDED BY THE SOIL TEST RESULTS.
21. SOD LOCATED ON SLOPES 20% OR GREATER, THE CORNERS OF THE SOD MUST BE PINNED. THE CONTRACTOR SHALL WATER AND MAINTAIN THE GRASS UNTIL A HEALTHY PERMANENT STAND IS ESTABLISHED.
22. ALL AREAS TO BE SODDED SHALL BE FERTILIZED AT A RATE OF 250 POUNDS PER ACRE.
23. EROSION CONTROL BLANKET SHALL BE SHORT-TERM DOUBLE NET BLANKET SHALL BE A MACHINE PRODUCED MAT OF 100% AGRICULTURAL STRAW WITH A FUNCTIONAL LONGEVITY OF UP TO 12 MONTHS. INSTALLED BLANKET PER MANUFACTURER'S RECOMMENDATION. SECURED WITH 8" WIRE STAPLES AT 18" INTERVAL MINIMUM.



2 L1.0 SHRUB



3 L1.0 PERENNIAL / ORNAMENTAL GRASS

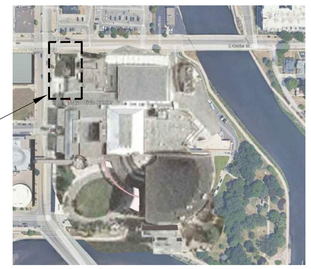


1. RIP SOIL TO 12" MINIMUM DEPTH
   -12" MAXIMUM TOOTH SPACING
   -TILLING ALONE IS NOT ACCEPTABLE
2. INCORPORATE 1.75" OF MNDOT 3890 GRADE 2 COMPOST* INTO THE TOP 6.25 INCHES OF SOIL TO CREATE A TOPSOIL LAYER WITH A MINIMUM DEPTH OF 8 INCHES.
3. SOILS BELOW THE TOPSOIL LAYER SHOULD BE SCARIFIED TO AT LEAST 4 INCHES.
4. THE BULK DENSITY OF ALL UNPAVED PERVIOUS SURFACES INTENDED FOR SEEDING AND PLANTING SHALL HAVE A MAXIMUM BULK DENSITY OF 1.60 G/CM3.

*COMPOST MUST BE FROM MNDOT CERTIFIED VENDOR FOR MNDOT 3890 GRADE 2 COMPOST.

4 L1.0 SOIL AMENDMENT

811 Know what's below. Call before you dig.



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Kevin Teppen

DATE: 11.10.2025 LIC. NO: 26980

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE 11/10/2025	DRAWN BY SJR
PROJECT # 031437	CHECKED BY VJV

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L1.0

CONSTRUCTION DOCUMENTS

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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT

GENERAL STRUCTURAL NOTES

DESIGN CODE

1. INTERNATIONAL BUILDING CODE, 2018
2. MINNESOTA BUILDING CODE, 2020

DESIGN LOADS

1. CONCENTRATED LOADS AS SHOWN IN ASCE 7 TABLE 4.3-1 SHALL BE ACCOUNTED FOR AS INDICATED.
2. WIND LOADS
   BASIC WIND SPEED = 109 MPH
   RISK CATEGORY II (ASCE 7-16)
   WIND EXPOSURE = C
3. SEISMIC LATERAL LOADS
   RISK CATEGORY II (ASCE 7-16)
   SPECTRAL RESPONSE COEFFICIENTS
   S_S (0.2 SEC)= 0.048g
   S_1 (1.0 SEC)= 0.036g
   SEISMIC IMPORTANCE FACTOR = 1.00
   SITE CLASS D - ASSUMED
   SEISMIC DESIGN CATEGORY A

MATERIALS GRADES AND STRENGTHS

1. CAST-IN-PLACE CONCRETE
   FOOTINGS AND FOUNDATIONS: 4500 PSI @ 28 DAYS
   AGGREGATE: ASTM C33, CLASS 3S, 3/4" MAX COARSE-AGGREGATE SIZE
   CEMENTITIOUS MATERIALS:
   PORTLAND CEMENT - ASTM C150 TYPE I/II OR ASTM C595 TYPE IL
   FLY ASH (25% MAX BY WEIGHT) -ASTM C618, CLASS F OR C
   WATER/CEMENT RATIO: 0.45 (MAX)
   SLUMP LIMIT: 4" +/-1" (BEFORE ADDING HRWR OR PLASTICIZING ADMIXTURES)
   AIR CONTENT: CONCRETE EXPOSED TO FREEZING & THAWING SHALL CONTAIN 6%(+/-1.5%) ENTRAINED AIR
2. REINFORCING STEEL
   BARS - ASTM A615 (GRADE 60)
3. STRUCTURAL STEEL
   PLATES AND OTHER SHAPES - ASTM A36 (Fy=36 KSI)
   HOLLOW STRUCTURAL SECTION (RECTANGULAR) - ASTM A500, GRADE C (Fy=50 KSI)
   ANCHOR BOLTS/RODS - ASTM F1554, GRADE 36

GENERAL

1. THE INFORMATION SHOWN ON THE STRUCTURAL DRAWINGS IS NOT TO BE SCALED, AS THE ITEMS SHOWN MAY NOT BE TO SCALE FOR THE SPECIFIC LOCATION.
2. NO OPENINGS OR SLEEVES SHALL BE CUT OR PROVIDED IN WALLS OR FLOOR CONSTRUCTION WITHOUT APPROVAL BY THE A/E.
3. EXAMINE ARCHITECTURAL, MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS TO DETERMINE LOCATION AND DIMENSIONS OF CHASES, INSERTS, OPENINGS, SLEEVES, REVEALS, DEPRESSIONS AND OTHER PROJECT REQUIREMENTS NOT SHOWN ON STRUCTURAL DRAWINGS.
4. BEFORE FABRICATION AND ERECTION OF ANY MATERIALS, FIELD VERIFY ALL EXISTING ELEVATIONS, DIMENSIONS AND CONDITIONS AS SHOWN ON THE DRAWINGS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT/ENGINEER AT ONCE FOR RESOLUTION.
5. STRUCTURAL MEMBERS INCLUDING JOISTS, SLABS, BEAMS, TRUSSES, COLUMNS AND WALLS ARE DESIGNED FOR "IN PLACE" LOADS. CONTRACTOR IS RESPONSIBLE FOR BRACING, WITHOUT OVERSTRESSING, ALL STRUCTURAL ELEMENTS (AS REQUIRED AT ANY STAGE OF CONSTRUCTION) UNTIL COMPLETION OF THIS PROJECT.

FOUNDATIONS

1. FOOTINGS HAVE BEEN DESIGNED FOR A MAXIMUM SOIL BEARING PRESSURE OF 2000 PSF. REFERENCE WSB REPORT NO. 032079-000 DATED 10-27-2025. IF THE SOIL AT THE FOOTING ELEVATIONS SHOWN IS OF QUESTIONABLE BEARING VALUE, NOTIFY THE ARCHITECT/ ENGINEER AT ONCE FOR RESOLUTION.
2. TESTING SERVICE MUST INSPECT AND APPROVE SUBGRADES AND FILL LAYERS BEFORE FURTHER CONSTRUCTION WORK IS PERFORMED THEREON. NOTIFY TESTING SERVICE PRIOR TO PROCEEDING WITH PLACEMENT OF FOOTINGS, FILL, OR OTHER CONSTRUCTION OVER SUBGRADES AND FILL.
3. WATER SHALL NOT BE PERMITTED TO POND IN FOOTING EXCAVATION. KEEP EXCAVATION DRY. FAILURE TO DO SO WILL BE CAUSE FOR REQUIRING CONTRACTOR TO REMOVE WATER DAMAGED SOILS AND REPLACE WITH CONTROLLED FILL AS DIRECTED.
4. SHOULD ANY QUESTIONABLE CONDITIONS BE ENCOUNTERED DURING EXCAVATION, NOTIFY A/E IMMEDIATELY. FOOTING ELEVATIONS ARE SUBJECT TO CHANGE DEPENDING ON SOIL CONDITIONS ENCOUNTERED.
5. REMOVE ANY ABANDONED SEWER OR SERVICE LINE ENCOUNTERED DURING EXCAVATION WITHIN THE BUILDING LINES. SHOULD SUCH LINES BE FOUND BELOW OR ADJACENT TO FOOTING LOCATIONS, NOTIFY THE A/E.
6. WHERE FILL MATERIAL IS PLACED ON BOTH SIDES OF GRADE BEAMS OR WALLS, IT SHALL BE PLACED IN LAYERS ALTERNATELY ON OPPOSITE SIDES TO MAINTAIN LEVELS THAT WILL AVOID DISPLACEMENT OF, OR DAMAGE TO, THE WALLS OR BEAMS.
7. NO FILL OR BACKFILL SHALL BE "SETTLED" BY THE USE OF WATER.
8. PROVIDE APPROVED MATERIALS BELOW ALL EARTH SUPPORTED FOOTINGS AS INDICATED AND/OR PER GEOTECH/TESTING SERVICE RECOMMENDATIONS, UNO:
   ENGINEERED FILL (UNLESS OTHERWISE RECOMMENDED BY GEOTECH/TESTING SERVICE): SHALL BE A NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND; ASTM D 2940; WITH 100 PERCENT PASSING A 1" SIEVE, 50 TO 100 PERCENT PASSING A NO 4 SIEVE, AND NOT MORE THAN 12 PERCENT PASSING A NO. 200 SIEVE, WITH A MAX LIQUID LIMIT OF 25 AND MAXIMUM EXPANSIVE POTENTIAL OF 0.2%.
   COMPACTION REQUIREMENTS (UNLESS OTHERWISE RECOMMENDED BY GEOTECH/TESTING SERVICE): LIFTS SHALL BE MADE 8" OR LESS FOR HEAVY SELF-PROPELLED COMPACTION EQUIPMENT OR 4" TO 6" LIFTS FOR HAND-GUIDED COMPACTION EQUIPMENT. MINIMUM OF 95% COMPACTION OF MATERIAL'S STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698) & +/-3% OPTIMUM MOISTURE CONTENT.
9. PROTECT IN-PLACE FOUNDATIONS AND SLABS ON GRADE FROM FROST PENETRATION UNTIL PROJECT COMPLETION.
10. SLOPE BETWEEN ADJACENT FOOTINGS OR EXCAVATIONS SHALL NOT EXCEED ONE VERTICAL TO TWO HORIZONTAL. STEP FOOTINGS DOWN AS NECESSARY TO MAINTAIN THIS SLOPE.

CONCRETE

1. CODE FOR REINFORCED CONCRETE DESIGN AND CONSTRUCTION IS ACI 318, LATEST EDITION.
2. COLD WEATHER CONCRETE PLACEMENT SHALL FOLLOW ACI 306 PROCEDURES. HOT WEATHER CONCRETE PLACEMENT SHALL FOLLOW ACI 305 PROCEDURES.
3. ARRANGEMENT AND BENDING OF REINFORCING STEEL SHALL BE IN ACCORDANCE WITH CRSI'S MANUAL OF STANDARD PRACTICE, LATEST EDITION.
4. IN ADDITION TO OTHER REINFORCING NOTED, PROVIDE 2 - #5 ON EVERY SIDE OF EACH OPENING IN CONCRETE WALLS. EXTEND #5 BARS 24" BEYOND EACH EDGE OF OPENING.
5. ALL REINFORCING BARS, WHERE AT LEAST 2 BAR DIAMETERS OF SPACING OR 1 BAR DIAMETER OF CLEAR COVER IS PROVIDED AROUND THE BARS, SHALL BE LAP SPLICED 50 BAR DIAMETERS (FOR #6 BARS & SMALLER) OR 62 BAR DIAMETERS (FOR #7 & GREATER). IF 2 BAR DIAMETERS OF SPACING OR 1 BAR DIAMETER OF CLEAR COVER IS NOT PROVIDED THEN REINFORCING BARS SHALL BE LAP SPLICED 74 BAR DIAMETERS (FOR #6 BARS & SMALLER) OR 93 BAR DIAMETERS (FOR #7 & GREATER). STAGGER LAPS IN SLABS AND WALLS. SPLICE BARS IN GRADE BEAMS, STRUCTURAL SLABS, JOISTS, BEAMS, PILASTERS OR COLUMNS ONLY WHERE SHOWN ON DRAWINGS OR SCHEDULES APPROVED BY A/E.
6. MINIMUM CONCRETE COVER TO REINFORCING STEEL, UNO, SHALL BE AS FOLLOWS:

   SURFACES CAST AGAINST EARTH - 3"

   FORMED SURFACES IN CONTACT WITH EARTH OR EXPOSED TO WEATHER:
   #6 BAR OR LARGER - 2"
   #5 BAR OR SMALLER - 1-1/2"
7. DETAIL AND PROVIDE SUITABLE WIRE SPACERS, CHAIRS, TIES, ETC., FOR SUPPORTING REINFORCING STEEL IN THE PROPER POSITION WHILE PLACING CONCRETE. ALL CHAIRS SUPPORTED BY GRADE SHALL INCLUDE SAND PLATES. BAR SUPPORTS, WHICH COME IN CONTACT WITH EXPOSED SURFACES, SHALL HAVE PLASTIC OR RUBBER TIPS OR BE STAINLESS STEEL.
8. ALL REINFORCING STEEL AND OTHER EMBEDDED ITEMS SHALL BE ACCURATELY PLACED, TIED, AND ADEQUATELY SUPPORTED PRIOR TO POURING CONCRETE.
9. PROVIDE HOOKED DOWELS OF SAME SIZE AND SPACING AS VERTICAL OR COLUMN REINFORCING AT THE FOUNDATION, UNLESS NOTED OTHERWISE. ALL HOOKED DOWELS SHALL BE TIED IN PLACE PRIOR TO CONCRETE PLACEMENT.
10. HORIZONTAL CONSTRUCTION JOINTS ARE NOT PERMITTED IN CONCRETE MEMBERS UNLESS SHOWN ON THE DRAWINGS OR APPROVED IN ADVANCE. VERTICAL CONSTRUCTION JOINTS OR BULKHEADS SHALL BE MADE AT MIDSPAN OR POINTS OF MINIMUM SHEAR.
11. SIZE OF CONCRETE POURS BETWEEN CONSTRUCTION JOINTS SHALL BE LIMITED TO:

    FOUNDATION WALLS – UNLIMITED (FROST DEPTH - NON-EXPOSED)
12. VERIFY LOCATION OF OPENINGS SHOWN THROUGH CONCRETE SLABS OR WALLS AND COORDINATE ANY ADDITIONAL REQUIRED OPENINGS WITH OTHER TRADES AND THE ARCHITECT/ENGINEER.
13. CONCRETE EXPOSED TO FREEZING AND THAWING SHALL CONTAIN 6%(+/-1.5%) ENTRAINED AIR.
14. ALUMINUM CONDUIT OR PIPING MAY NOT BE EMBEDDED IN ANY CONCRETE.
15. CALCIUM CHLORIDE IS NOT PERMITTED IN ANY CONCRETE ADMIXTURES.
16. SUBMIT MIX DESIGN TO ENGINEER/ARCHITECT FOR APPROVAL PRIOR TO PLACING ANY CONCRETE.
17. CURE CONCRETE ACCORDING TO ACI 308.1 UTILIZING A COMBINATION OF MOISTURE CURING, COVER CURING, OR CURING COMPOUNDS.

STEEL FRAMING

1. LATEST AISC STEEL CONSTRUCTION MANUAL, AISC 303 CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES, AND AISC 360 SPECIFICATIONS APPLY.
2. WELDING ELECTRODES SHALL BE 70XX, UNO.
3. ALL WELDING SHALL BE BY WELDERS HOLDING VALID CERTIFICATES IN THE TYPE OF WELD REQUIRED.
4. TO AVOID UNDESIRABLE STRESSES IN PLATES OR THEIR ANCHORS, ALL WELDS SHALL BE MADE IN SINGLE PASSES IF APPLICABLE, SYMMETRICALLY AROUND THE PLATE. WHEN MULTIPLE PASSES ARE REQUIRED SUFFICIENT TIME SHALL BE ALLOWED BETWEEN PASSES FOR THE HEAT TO DISSIPATE.
5. ALL WELDING AND TESTING OF WELDS SHALL BE IN ACCORDANCE WITH AMERICAN WELDING SOCIETY CODES AND RECOMMENDATIONS.
6. ALL FULL PENETRATION WELDS SHALL BE ULTRASONICALLY TESTED BY AN INDEPENDENT TESTING LABORATORY.
7. NOT ALL CONNECTIONS ARE DETAILED; SIMILAR DETAILS APPLY TO SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED. CONTACT THE ENGINEER OR ARCHITECT PROMPTLY TO VERIFY THE DETAILS OF MEMBERS OR CONNECTIONS IN ANY SITUATION WHERE REQUIREMENTS ARE UNCLEAR. CONTRACTOR SHALL PROVIDE THE NECESSARY BRACING DURING ERECTION AND UNTIL ALL STEEL IS PLUMB AND SECURED.
8. FIELD CUTTING OR OTHER FIELD MODIFICATIONS TO STRUCTURAL STEEL SHALL NOT BE MADE WITHOUT SPECIFIC PRIOR WRITTEN APPROVAL OF THE ARCHITECT/ENGINEER.
9. STRUCTURAL STEEL FRAMING SHALL BE TRUE AND PLUMB BEFORE CONNECTIONS ARE FINAL BOLTED OR WELDED.
10. GALVANIZED STRUCTURAL STEEL SHALL BE HOT-DIP GALVANIZED FINISH BY APPLYING ZINC COATING BY HOT-DIP PROCESS TO STRUCTURAL STEEL IN ACCORDANCE WITH ASTM A123/A123M.

IBC SPECIAL INSPECTION REQUIREMENTS

THE FOLLOWING WORK ITEMS REQUIRE SPECIAL INSPECTION PER IBC CHAPTER 17:

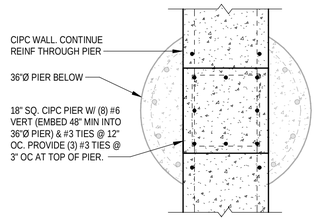
A. 1705.2 STEEL CONSTRUCTION - REF AISC 360 FOR REQUIRED VERIFICATION AND INSPECTION OF STEEL CONSTRUCTION
B. 1705.3 CONCRETE CONSTRUCTION - REF TABLE 1705.3 FOR REQUIRED VERIFICATION AND INSPECTION OF CONCRETE CONSTRUCTION
C. 1705.6 SOILS – REF SECTION 1705.6 AND TABLE 1705.6 FOR REQUIRED VERIFICATION AND INSPECTION OF SOILS.

SHOP DRAWINGS

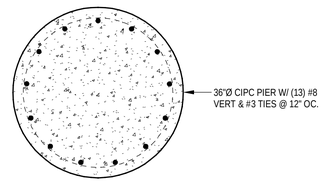
SUBMIT THE FOLLOWING PRODUCT DATA AND/OR SHOP DRAWINGS FOR REVIEW PRIOR TO CONSTRUCTION:

- CONCRETE MIX DESIGNS
- CONCRETE REBAR SHOP DRAWINGS
- STRUCTURAL STEEL SHOP DRAWINGS
- SIGN SUPPLIER SHOP DRAWINGS

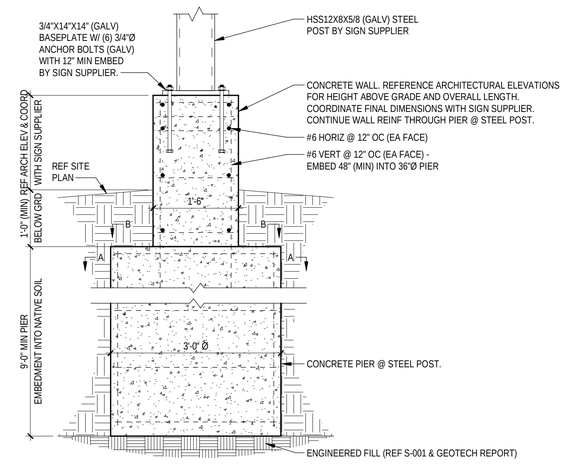
BACKUP STRUCTURE FOR SIGN ENCLOSURE AND DIGITAL DISPLAY(S) ARE TO BE DELEGATED DESIGN ITEMS, AND ARE TO BE DESIGNED AND DETAILED BY SIGN SUPPLIER AND COORDINATED WITH PROVIDED SUPPORT STRUCTURE THROUGH SHOP SUBMITTALS.



SECTION B-B



SECTION A-A



A4 SIGNAGE FOUNDATION DETAIL
SCALE: 3/4" = 1'-0"

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PROFESSIONAL ENGINEER

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: Austin J. DeJong
Signature:
Date: 11/10/2025 License # 62467

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE	DRAWN BY
11/10/2025	AJDJ
PROJECT #	CHECKED BY
01231084	AJDJ

SHEET TITLE

MARQUEE SIGN FOUNDATION DETAILS

SHEET NUMBER

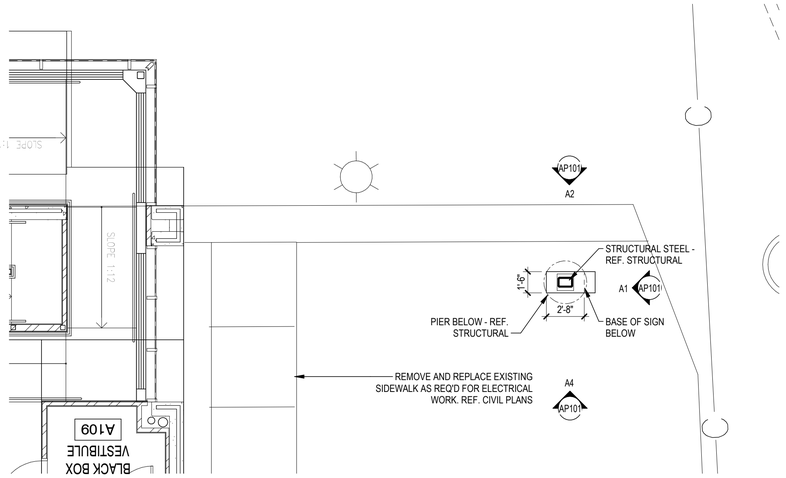
S-001

CONSTRUCTION DOCUMENTS

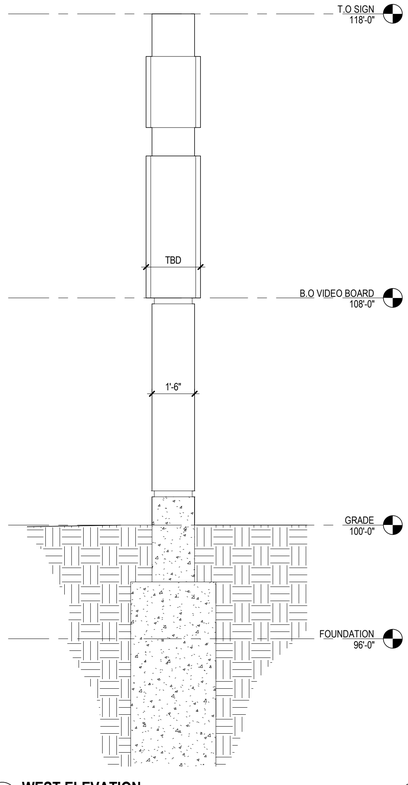
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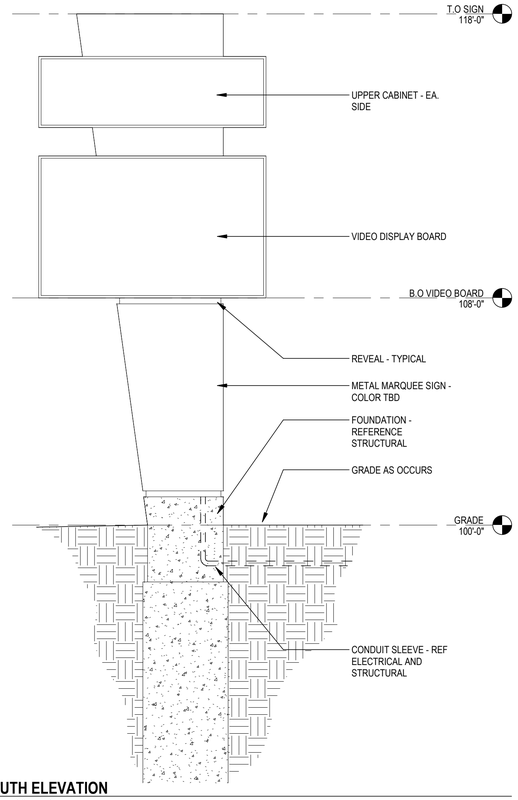
LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT



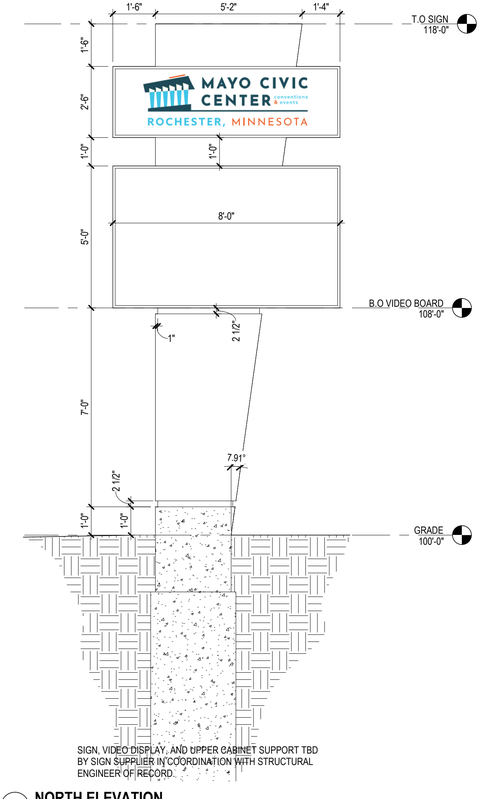
C4 FLOOR PLAN - FIRST LEVEL
SCALE: 3/16" = 1'-0"



A1 WEST ELEVATION
SCALE: 3/8" = 1'-0"



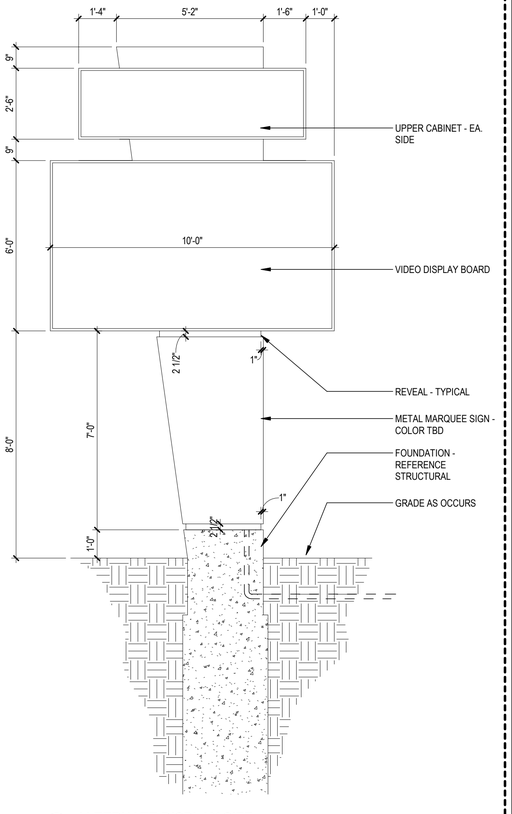
A2 SOUTH ELEVATION
SCALE: 3/8" = 1'-0"



SIGN, VIDEO DISPLAY, AND UPPER CABINET SUPPORT TBD BY SIGN SUPPLIER IN COORDINATION WITH STRUCTURAL ENGINEER OF RECORD.

A4 NORTH ELEVATION
SCALE: 3/8" = 1'-0"

ALTERNATE #1



A5 ALTERNATE DISPLAY SIZE
SCALE: 3/8" = 1'-0"

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ARCHITECT

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Print Name: Mike Henry Young
Signature:
Date: 11/10/2025 License # 59775

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE	DRAWN BY
11/10/2025	MHY
PROJECT #	CHECKED BY
01231084	MHY

SHEET TITLE

PLANS AND ELEVATION

SHEET NUMBER

AP101

CONSTRUCTION DOCUMENT

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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT

Digital Display - Pylon Sign

SIGNAGE SPECIFICATIONS

PART 1 GENERAL

1.1RELATED DOCUMENTS

A. Attached drawings shall apply to the specifications.

1.2SCOPE

A. Furnish all material and labor necessary to fabricate and install signage of the following types:
   1. Digital Display Pylon Sign

1.3SUBMITTALS

A. Shop Drawings showing sign, construction methods, size, layout, copy, color, mounting and location necessary for fabrication and installation of sign shall be submitted to the owner for approval prior to fabrication.

1.4QUALITY ASSURANCE

A. Sign Manufacturer Qualifications: Manufacturer specializing in the fabrication and installation of the products specified herein with a minimum of twenty years of experience. Must be a UL or MET certified shop. Sign to include UL or MET labels. All signs shall be fabricated and painted “in-house” for quality assurance purposes and availability for Customer’s staff inspections.
B. Digital Display Manufacturer Qualifications: Manufacturer specializing in the fabrication and installation of the products specified herein with a minimum of twenty years of experience. Message Center to include UL or MET labels.
C. Installer Qualifications: All signs to be installed by bidding sign manufacturer with a minimum of twenty years of experience installing similar products.
D. Reference structural drawings for design loads for Sign and base structure.

1.5SUBSTITUTIONS

A. The materials, products, and equipment described in the Bidding Documents establish a standard of required function, dimension, appearance, and quality to be met by any proposed substitution. Where “brand name or approved equal” is stated in the Bidding Documents, the listing description is not intended to limit or restrict competition.
B. Substitution Process
   1. Written requests for substitutions shall be received by the Owner at least ten
      (10) days prior to the date for receipt of Bids.
   2. Bidders shall submit substitution requests to the Owner.
   3. Requests shall include;
      a. The name of the material or equipment specified in the Bidding Documents.
      b. The reason for the requested substitution.
      c. A complete description of the proposed substitution including the name of the material or equipment proposed as the substitute, performance and test data, and relevant drawings.
      d. Any other information necessary for an evaluation. The request shall include a statement setting forth changes in other materials, equipment, or other portions of the Work, including changes in the work of other contracts or the impact on any Project Certifications (such as LEED), that will result from incorporation of the proposed substitution.
   4. No request to substitute materials, products, or equipment for materials, products, or equipment described in the Bidding Documents and no request for addition of a manufacturer or supplier to a list of approved manufacturers or suppliers in the Bidding Documents will be considered prior to receipt of Bids unless written request for approval has been received by the Owner at least ten
      (10) days prior to the date for receipt of Bids established in the invitation for bids. Any subsequent extension of the date for receipt of Bids by addendum shall not extend the date for receipt of such requests unless the addendum so specifies. A statement setting forth changes in other materials, equipment or other portions of the Work, including changes in the Work of other contracts that incorporation of the proposed substitution would require, shall be included.
C. The burden of proof of the merit of the proposed substitution is upon the proposer. The Owner’s decision of approval or disapproval of a proposed substitution shall be final.
D. If the Owner approves a proposed substitution prior to receipt of Bids, such approval shall be set forth in an Addendum. Approvals made in any other manner shall not be binding, and Bidders shall not rely upon them.
E. No substitutions will be considered after the Contract award unless specifically provided for in the Contract Documents.

1.6DELIVERY, STORAGE, AND HANDLING

A. Package to prevent damage or deterioration during shipment, handling, storage, and installation. Products should remain in their original packaging until removal is necessary. Store products in a dry, indoor location.
B. Handle materials carefully to avoid damage.

1.7WARRANTY

A. Provide manufacturer’s warranty against defects in materials and/or workmanship for a
   minimum of 2 years from the day of installation, excluding vandalism or “Acts of God”.
B. LEDs shall have a manufacturer’s warranty for a minimum of five years.
C. Digital Display shall have a manufacturer’s warranty for a minimum of five years with an option to purchase a ten-year warranty.
   1. Written letter from digital display manufacturer guaranteeing no less than 10 years of parts availability and product service support.
   2. Parts replacement on all display components including communication (i.e. Ethernet Fiber Optic, Ethernet Bridge Radio, Remote Cellular, Ethernet CAT5), controller, power supply.

PART 2 PRODUCTS

2.1PYLON SIGN

A. Manufacturer specializing in the fabrication and installation of the products specified herein with a minimum of twenty years of experience.
B. Pylon sign shall be overall size, length, width, color, and thickness as shown on drawings (included at the end of this specification).
C. Materials shall be as follows;
   1. The internal framework shall be of aluminum angle and tube.
   2. I.D. sign faces shall be .125” thick aluminum.
   3. Post cladding and top cap shall be .090” thick aluminum minimum.
   4. Internal lighting shall be white LEDs designed for the sign industry that carry a minimum of a 10-year manufacturer’s warranty.
   5. Faces shall be router cut with “Push-thru” 3/4” thick clear acrylic.
   6. Decoration to be of 3M Scotchcal cast translucent graphic film, standard colors.
   7. The internal mounting post shall be of steel pipe, prime painted, and directly embedded in foundation.
   8. Foundation to include 5 ½” thick reinforced concrete pad up to 2” above
      finished grade 6” larger than the footprint of the cladding at the base.
D. Paint:
   1. All aluminum parts shall have shop applied paint system.
      a. Surface prep shall meet SSPC SP-2 Hand Tool Cleaning.
      b. The paint shall be an acrylic polyurethane system and include a clear coat with satin finish.
      c. Finish thickness shall have a minimum Dry Film Thickness of 2 mils.
   2. All steel parts exposed to exterior elements shall have a powder coating paint system.
      a. Surface prep shall meet SSPC SP-5 White Metal Blast.
      b. Polyester resin powder to meet or exceed AAMA 2604.
      c. Finish thickness shall be a minimum of 1.2 mils.
   3. All colors to match colors specified on drawings and have a satin finish.
E. Construction:
   1. Overall size, length, width, and thickness shall be per the drawings.
   2. The completed sign shall consist of post, cladding, I.D. cabinet and two electronic message center faces.
   3. Edges shall be smooth and void of chips, burrs, and sharp edges.
   4. Sign shall have reasonable access for service.
F. Electrical Requirements:
   1. Upper I.D. Sign cabinet to include a variable power supply for 120V to 277V.
   2. A separate circuit is required independent of the two electronic message center circuits to power the upper cabinet.
   3. A standard suggestion for primary power to the upper cabinet is one circuit equal to 120V 20Amp.
   4. The Owner’s licensed electrician may opt for a different solution based upon
      their knowledge of specific site conditions.
   5. Coordinate with Electrical Contractor to provide sign disconnecting means.
   6. Upper cabinet lighting to be controlled via photo cell and to be provided and installed with the sign assembly.

2.2Digital Display

A. Basis of design from Daktronics or approved equal.
   1. Daktronics Model: GT6x-180x288-10-RGB-2V.
   2. The exterior frame and cladding have standard paint color, satin finish.
   3. Communication via cellular modem.
   4. Display shall adjust brightness automatically, without additional programming or user input, to not exceed 0.3 footcandles above ambient lighting conditions as recommended by the International Sign Association.
   5. Refer to Section 1.7 Warranty for additional requirements.
   6. See Section 1.5 Substitutions for an approved equal.
B. Software
   1. Cloud based control software with cellular communication hosted on a VPN by display manufacturer.
   2. One on one webinar software training and onsite one on one software training by representative of display manufacturer.
C. Electrical Requirements:
   1. Sign to include power supply for 120V. For alternate, provide 240V.
   2. A separate circuit sized to effectively handle up to 2,880 watts is required for each display face. There are two faces. For alternate sign size of 6’x10’, provide a separate circuit sized to effectively handle up to 5,040 watts for each display face. There are two faces for the alternate sign size.
   3. The Owner’s licensed electrician may opt for a different solution based upon their knowledge of specific site conditions.
   4. Coordinate with Electrical Contractor for providing sign disconnecting means.

2.3Mounting

A. Top component, I.D. cabinet and digital display shall be mounted to a post and frame assembly that is directly embedded into footing.

PART 3 EXECUTION

3.1SHOP VISITS

A. The Customer’s staff will be allowed in the shop to view/inspect on going work at any time during the manufacturer’s open business hours as deemed necessary.
B. The Customer’s staff must follow manufacturers’ safety protocol during any visit.

3.2SITE VISITS

A. Manufacturers are allowed to visit jobsite to review each location at any time. This is highly recommended as familiarity and knowledge of the installation conditions are entirely the manufacturer’s responsibility.

3.3INSPECTION

A. Manufacturer shall inspect sign for defects, damage, and compliance with the specifications. Installation shall not commence until any unsatisfactory conditions are eliminated.

3.4INSTALLATION

A. General: Install sign where indicated using installation methods in compliance with industry standards and project specifications.
B. The manufacturer will co-ordinate installation schedules with the Customer prior to installation.
C. Installation shall be performed by the manufacturer’s personnel trained in the
   manufacturer’s methods and procedures.
D. The installer will have obtained all the proper permits to perform the installation.
E. Signs shall be level, plumb, and at the heights indicated on drawings with all surfaces free of defects.
F. Upon completion of the work, each location shall be cleared of unused or discarded materials, containers, and debris.
G. Installation methods must meet UL standards.
H. All primary electrical runs and final electrical hook up to be completed by a licensed electrician in the State of Minnesota.
   i. All primary electrical runs are provided by the owner.
   ii. Final electrical hook up by the owner’s electrician.

3.5PROTECTION

A. Protect installed products until completion of project.
B. Touch-up, repair or replace damaged products before substantial completion.

3.6INSURANCE REQUIREMENTS

Awarded sign supplier shall provide a Certificate of Insurance (COI) that meets or exceeds the City of Rochester’s contract insurance requirements prior to any fabrication.

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ARCHITECT

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.

Print Name: Mike Henry Young
Signature:
Date: 11/10/2025 License # 59775

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE 11/10/2025	DRAWN BY MHY
PROJECT # 01231084	CHECKED BY MHY

SHEET TITLE

SPECIFICATION

SHEET NUMBER

A-001

CONSTRUCTION DOCUMENT

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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT

CONVENTIONS LEGEND

NAME 101 — SPACE TAG

1 — REVISION TAG

KEYNOTE TAG

A1 / A-301 — SECTION TAG

A1 / A-501 — DETAIL TAG

EXISTING WORK

NEW WORK

EXISTING ITEMS TO BE REMOVED

NORTH ARROW

PLAN NORTH

A1 PLAN OR DETAIL — DETAIL/SECTION/PLAN INDICATOR

SCALE: 1'-0" = 1'-0"

ELECTRICAL ABBREVIATIONS LIST

1P	1 POLE (2P, 3P, 4P, ETC.)
A	AMPERE
AC	AIR CONDITIONER
AFC	ABOVE FINISHED COUNTER
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AFI	ARC FAULT CIRCUIT INTERRUPTER
AIC	AVAILABLE INTERRUPTING FAULT CURRENT
AL	ALUMINUM
ALT	ALTERNATE
AMP	AMPERE
AMPL	AMPLIFIER
ATS	AUTOMATIC TRANSFER SWITCH
AUTO	AUTOMATIC
AUX	AUXILIARY
AWG	AMERICAN WIRE GAUGE
BD	BOARD
BLDG	BUILDING
BMS	BUILDING MANAGEMENT SYSTEM
C	CONDUIT
CAB	CABINET
CAT	CATALOG
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CLG	CEILING
COMB	COMBINATION
CONN	CONNECTION
CONST	CONSTRUCTION
CONTR	CONTRACTOR
CT	CURRENT TRANSFORMER
CTR	CENTER
CU	COPPER
DEPT	DEPARTMENT
DIA	DIAMETER
DISC	DISCONNECT
DIST	DISTRIBUTION
DN	DOWN
DT	DOUBLE THROW
DTS	DUAL TECHNOLOGY SENSOR
DWG	DRAWING
EC	ELECTRICAL CONTRACTOR
ELEC	ELECTRIC, ELECTRICAL
ELEV	ELEVATOR
EM	EMERGENCY
EMT	ELECTRICAL METALLIC TUBING
EQUIP	EQUIPMENT
EXIST	EXISTING
FA	FIRE ALARM
FACP	FIRE ALARM CONTROL PANEL
FIXT	FIXTURE
FLR	FLOOR
GALV	GALVANIZED
GC	GENERAL CONTRACTOR
GEN	GENERATOR
GFI/GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GFP	GROUND FAULT PROTECTOR
GND	GROUND
GRS	GALVANIZED RIGID STEEL (CONDUIT)
GYP BD	GYPSUM BOARD
HOA	HANDS-OFF-AUTOMATIC SWITCH
HORIZ	HORIZONTAL
HP	HORSEPOWER
HT	HEIGHT
HTG	HEATING
HTR	HEATER
HV	HIGH VOLTAGE
IC	INTERRUPTING CAPACITY
IG	ISOLATED GROUND
IMC	INTERMEDIATE METAL CONDUIT
IR	INFRARED
I/W	INTERLOCK WITH
J-BOX	JUNCTION BOX
KV	KILOVOLT
KVA	KILOVOLT-AMPERE
KVAR	KILOVOLT-AMPERE REACTIVE
KW	KILOWATT
KWH	KILOWATT HOUR
LT	LIGHT
LTG	LIGHTING
LTNG	LIGHTNING
LV	LOW VOLTAGE
MAG.S	MAGNETIC STARTER
MC	MOMENTARY CONTACT
MC	MECHANICAL CONTRACTOR
MCB	MAIN CIRCUIT BREAKER
MDP	MAIN DISTRIBUTION PANEL
MFR	MANUFACTURER
MFS	MAIN FUSED DISCONNECT SWITCH
MH	MANHOLE
MISC	MISCELLANEOUS
MLO	MAIN LUGS ONLY
MMS	MANUAL MOTOR STARTER
MTR	MOTOR, MOTORIZED
N.C.	NORMALLY CLOSED
NEC	NATIONAL ELECTRICAL CODE
NEMA	NATIONAL ELECTRICAL MANUFACTURER'S ASSOCIATION
NFDS	NON-FUSED SAFETY DISCONNECT SWITCH
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OH	OVERHEAD
OS	OCCUPANCY SENSOR
PB	PULL BOX
PED	PEDESTAL
PF	POWER FACTOR
PH	PHASE
PIR	PASSIVE INFRARED
PNL	PANEL
PR	PAIR
PRI	PRIMARY
PROJ	PROJECTION
PT	POTENTIAL TRANSFORMER
PVC	POLYVINYL CHLORIDE (CONDUIT)
PWR	POWER
QUAN	QUANTITY
REC	RECEPTACLE
RM	ROOM
RSC	RIGID STEEL CONDUIT
SC	SURFACE CONDUIT
SEC	SECONDARY
SIM	SIMILAR
SPEC	SPECIFICATION
SP	SPARE
SS	STAINLESS STEEL
SW	SWITCH
SWBD	SWITCHBOARD
SYM	SYMMETRICAL
TERM	TERMINAL
TL	TWIST LOCK
TR	TAMPER RESISTANT
TYP	TYPICAL
UE	UNDERGROUND ELECTRICAL
UG	UNDERGROUND
UT	UNDERGROUND TELEPHONE
UTIL	UTILITY
V	VOLT
VA	VOLT-AMPERES
VS	VACANCY SENSOR
W	WATT
W/	WITH
W/O	WITHOUT
WP	WEATHERPROOF
XFMR	TRANSFORMER
XFR	TRANSFER
Y	WYE-CONNECTED
∠	ANGLE
@	AT
△	DELTA
'	FEET
"	INCHES
#	NUMBER
Ø	PHASE
℄	CENTER LINE
P	PLATE

SHEET IDENTIFICATION

E - 5 0 1

A A N N N

DISCIPLINE CHARACTER

MODIFIER CHARACTER

SHEET SEQUENCE NUMBER 01-99

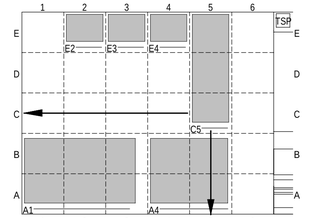
SHEET TYPE DESIGNATOR

MODIFIER CHARACTERS

S	SITE
D	DEMOLITION
L	LIGHTING
P	POWER
T	TECHNOLOGY

SHEET TYPE DESIGNATORS

0	GENERAL (SYMBOLS LEGEND)
1	PLANS (HORIZONTAL VIEWS)
2	ELEVATIONS (VERTICAL VIEWS)
3	SECTIONS (SECTIONAL VIEWS)
4	LARGE SCALE VIEWS
5	DETAILS
6	SCHEDULES AND DIAGRAMS
7	USER DEFINED
8	USER DEFINED
9	3D REPRESENTATIONS



ELECTRICAL SYMBOL NOTES

16 c — DEVICES. THE CIRCUIT DESIGNATION IS INDICATED BY A NUMBER. THE SWITCH DESIGNATION IS INDICATED BY A LOWER CASE LETTER. EXAMPLE: SPLIT DUPLEX RECEPTACLE IS CONNECTED TO CIRCUIT 16 AND ONE RECEPTACLE OUTLET IS CONTROLLED BY SWITCH "c".

1,3,5 — SPECIAL /RECEPT CONNECTIONS. THE CIRCUIT DESIGNATION IS INDICATED BY A NUMBER(S) ADJACENT TO THE SYMBOL. SEE KEYNOTE FOR CONFIGURATION. EXAMPLE: 3 PHASE CONNECTION TO CIRCUITS 1, 3, 5.

T1 — TRANSFORMERS. THE TRANSFORMER TYPE IS INDICATED BY A NUMBER FOLLOWING THE UPPER CASE LETTER "T". SEE THE SINGLE LINE DIAGRAM OR RISER FOR THE TRANSFORMER DESCRIPTION AND REQUIREMENTS. EXAMPLE: TRANSFORMER TYPE "T1".

PANELBOARDS. PANELBOARD DOORS MAY BE SHOWN TO INDICATE OPENING SIDE OF RECESSED PANELBOARDS. SEE PANELBOARD IDENTIFICATION FOR DESIGNATION CODES.

CONDUIT RUN CONCEALED IN CEILING OR WALL CONSTRUCTION.

LN12 1,3,5 — HOME RUN TO BRANCH CIRCUIT PANELBOARD. THE PANELBOARD DESIGNATION IS SHOWN ADJACENT TO THE HOME RUN ARROW AS A NUMERATOR AND THE CIRCUIT DESIGNATION IS SHOWN AS THE DENOMINATOR. CIRCUIT BREAKER SIZES (AMPS/NUMBER OF POLES) ARE SHOWN IN THE PANELBOARD SCHEDULE WITH THE CORRESPONDING PANELBOARD AND CIRCUIT DESIGNATION. EXAMPLE: HOME RUN TO PANELBOARD LN12; CIRCUITS 1, 3, 5.

SYMBOL NOTATIONS: UPPER CASE LETTERS ADJACENT TO SYMBOLS INDICATE A UNIT TYPE. SEE APPROPRIATE SCHEDULE OR SPECIFICATIONS.

ELECTRICAL SYMBOL LEGEND

HT AFF	SYMBOL	DESCRIPTION
46"	MP	MOTOR HORSEPOWER RATED SWITCH
46"		LOW-VOLTAGE SWITCH
46"	LVD	LOW-VOLTAGE DIMMING SWITCH
46"	MSD	MANUAL MTR. STR. (W/OVERLOADS)
18"		SINGLE RECEPT (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
18"		DUPLEX RECEPT (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
18"	USB	USB RECEPTACLE
18"		GFI DUPLEX RECEPT. (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
18"		DEAD FRONT GFI (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
18"		DUPLEX SPLIT RECEPT
18"		DUPLEX ISOLATED GROUND RECEPT
18"		DUPLEX RECEPT ON EMERGENCY CIRCUIT
18"		FOURPLEX RECEPT. (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
18"		GFI FOURPLEX RECEPT. (SLASH INDICATES 8" MOUNTING ABOVE FINISHED COUNTER)
18"		FOURPLEX RECEPT ON EMERGENCY CIRCUIT
		FLOOR RECEPT. (DUPLEX SHOWN)
AS NOTED		SPECIAL RECEPTACLE
AS NOTED		RECEPT ON DROP CORD (DUPLEX SHOWN)
		RECEPT ON CORD REEL (DUPLEX SHOWN)
AS NOTED		MULTIOUTLET ASSEMBLY
	E	EQUIPMENT CONNECTION
	P	POWER POLE (OPEN OFFICE STYLE)
18"		JUNCTION BOX (WALL/FLOOR/CEILING)
	PB	PULL BOX

HT AFF	SYMBOL	DESCRIPTION
72"[b]		CIRCUIT BREAKER PANEL
72"[b]		LIFE SAFETY CIRCUIT BREAKER PANEL
72"[b]		CRITICAL CIRCUIT BREAKER PANEL
72"[b]		EQUIPMENT CIRCUIT BREAKER PANEL
72"[b]		POWER OR DISTRIBUTION PANEL
		SWITCHBOARD
72"[b]		SPECIAL CABINET (TYPE DENOTED)
	T1	TRANSFORMER (TYPE DENOTED)
	25 KVA	GENERATOR (KVA DENOTED)
	SF-1	MOTOR
72"[b]		MAG. MOTOR STARTER
72"[b]		COMB. MOTOR STARTER (NON-FUSED)
72"[b]		COMB. MOTOR STARTER (FUSED)
72"[b]		SAFETY DISC. SW. (NON-FUSED)
72"[b]		SAFETY DISC. SW. (FUSED)
72"[b]		CONTACTOR
AS NOTED	VFD	BUS DUCT WITH PLUG-IN DISCONNECT (FUSED)
		VARIABLE FREQUENCY DRIVE
72"[b]	R	RELAY
72"[b]		ENCLOSED CIRCUIT BREAKER
AS NOTED		PHOTOCELL/PHOTOSENSOR
46"	T	THERMOSTAT
		HAND OR HAIR DRYER (SEE ARCH SPEC)
		SOLENOID VALVE
46"		PUSH BUTTON
46"		POWER-OPERATED DOOR ACTUATOR
46"	EPO	EMERGENCY POWER OFF PUSH BUTTON
	OS	OCCUPANCY SENSOR
	VS	VACANCY SENSOR

HT AFF	SYMBOL	DESCRIPTION
		CONDUIT CONCEALED IN WALL OR OVERHEAD
		CONDUIT CONCEALED BELOW FLOOR
		CONDUIT EXPOSED
		CONDUIT TRANSITION UP
		CONDUIT TRANSITION DOWN
		CONDUIT STUBBED OUT
	-LV-	LOW VOLTAGE POWER WIRING
	-EX-	EXISTING CONDUIT
	-UE-	UNDERGROUND ELECTRICAL
	-UHVE-	UNDERGROUND HIGH VOLTAGE ELECTRICAL
	-UT-	UNDERGROUND TELEPHONE
	-UCOM-	UNDERGROUND COMMUNICATIONS
	-UTV-	UNDERGROUND CABLE (CATV OR CCTV)
	-UFIBR-	UNDERGROUND FIBER OPTIC
	-OHE-	OVERHEAD ELECTRIC
	-OHT-	OVERHEAD TELEPHONE
		BRANCH CIRCUIT HOME RUN
		CABLE TRAY (TYPE DENOTED)
		TELECOM. EQUIPMENT RACK
		GROUNDING BUS BAR
		CONDUIT SLEEVE (SIZE DENOTED)
18"		TELEPHONE OUTLET (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
46"[c]		WALL TELEPHONE OUTLET
18"		DATA OUTLET, (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
18"		COMBINATION VOICE / DATA OUTLET, (SLASH INDICATES MOUNTING 8" ABOVE FINISHED COUNTER)
		DATA OUTLET, FLOOR
AS NOTED	WAP	WIRELESS ACCESS POINT

HT AFF	SYMBOL	DESCRIPTION
90"[b]	HL	FIRE ALARM HORN
90"[b]	HL S	FIRE ALARM HORN / STROBE
90"[b]	HL F	FIRE ALARM STROBE
90"[b]	H F	FIRE ALARM CHIME
90"[b]	H S	FIRE ALARM CHIME / STROBE
90"[b]	FA S	FIRE ALARM SPEAKER
90"[b]	FA S	FIRE ALARM SPEAKER / STROBE
8"[d]		SMOKE DETECTOR
		HEAT DETECTOR
	D	DUCT SMOKE DETECTOR
AS NOTED		REMOTE TEST/STATUS STATION
46"[c]	FA	F.A. PULLSTATION
	FA	F.A. DOOR HOLDER
	FR	FIRE ALARM SHUT DOWN RELAY
	FS	SPRINKLER FLOW SWITCH
	TS	SPRINKLER VALVE TAMPER SWITCH
	FACP	FIRE ALARM CONTROL PANEL
	FA ANNUN	FIRE ALARM REMOTE ANNUNCIATOR
	ES	ELECTRIC STRIKE
	ML	MAGNETIC LOCK
	RE	REQUEST TO EXIT
	DC	DOOR CONTACTS / DOOR SWITCH
46"[c]	CR	CARD READER
46"[c]	K	KEYPAD
AS NOTED	MD MD	MOTION DETECTOR
AS NOTED		CCTV CAMERA
AS NOTED	P	PROJECTOR

ALL DISTANCES ARE TO CENTER OF DEVICE OR EQUIPMENT UNLESS OTHERWISE NOTED.

a. DISTANCE ABOVE TOP OF DOOR FRAME b. DISTANCE TO TOP OF EQUIPMENT OR DEVICE c. DISTANCE TO HIGHEST OPERABLE PART OF EQUIPMENT d. DISTANCE BELOW CEILING

SHEET INDEX - ELECTRICAL

SHEET #	SHEET NAME
E-001	ELECTRICAL SYMBOLS, ABBREVIATIONS, AND GENERAL NOTES
E-002	ELECTRICAL SPECIFICATIONS
ES101	ELECTRICAL SITE PLAN - SIGN PLAN
ES102	ELECTRICAL SITE PLAN - PARK UPGRADES, ELECTRICAL SCHEDULES, AND PARTIAL ELECTRICAL RISER DIAGRAM

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PROFESSIONAL ENGINEER

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: Jake R. Buckmeier

Signature:

Date: 11/10/2025 License # 58392

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE	DRAWN BY
11/10/2025	JRB
PROJECT #	CHECKED BY
01231084	JRB

SHEET TITLE

ELECTRICAL SYMBOLS, ABBREVIATIONS, AND GENERAL NOTES

SHEET NUMBER

E-001

CONSTRUCTION DOCUMENTS

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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT

SECTION 26 00 00
SINGLE SECTION MASTER ELECTRICAL

PART 1 – GENERAL

1.1. RELATED DOCUMENTS
- A. Drawings and general provisions of the Contract, including General and Supplemental Conditions and Division 1 section, apply to this section.

1.2. DRAWINGS AND MEASUREMENTS
- A. The drawings are not intended to be scaled for roughing-in measurements or to serve as shop drawings. The Contractor shall consult the architectural, structural, or equipment drawings for dimensions, obstructions and location of equipment of other trades.
- B. Outlet devices, switches, panels, cabinets, fixtures and special equipment are shown on the drawings only in a schematic manner and not necessarily in their specific location. The Contractor shall be responsible for exact locations of the outlets to form a functional and aesthetic installation either by careful review of all architectural elevations, surface finishes, and equipment arrangements or by consultation with the Engineers and/or other trades involved.

1.3. ORDINANCES AND CODES
- A. All work shall be executed in accordance with the current edition of the City Electrical Ordinances, State Electrical Laws and Statutes and National Electrical Code (NEC) and be subject to the inspection of these departments. All fees, permits, licenses, etc., necessary in order to complete the work of this section shall be paid by this Contractor.

1.4. WORKMANSHIP
- A. The installation work included in this specification shall be performed in a neat workmanlike manner by persons experienced and skilled in the Electrical trade. Only the best quality workmanship will be accepted. All parts of the electrical wiring systems such as conduits, flush plates, cabinet trim, fixtures, etc., shall be square and true with the building construction.

1.5. GUARANTEE
- A. This Contractor shall assume responsibility for any defects which may develop in any part of his work caused by faulty workmanship, material or equipment, and agrees to replace, repair, or alter, at his expense, any such faulty workmanship, material or equipment that has been brought to his attention during a period of one year from the date of substantial completion. Acceptance of the work shall not waive this guarantee.

1.6. QUALITY ASSURANCE
- A. All materials and equipment shall be new and of best quality, of the type best suited for the purpose intended. All electrical materials used in this work shall be listed by the Underwriter's Laboratories, Inc., where testing is provided and shall bear their label.

1.7. SHOP DRAWINGS
- A. Shop drawing submittals shall be furnished in accordance with the requirements in Division 1, each labeled with the proper name of the project, equipment, or material descriptive names and manufacturer's name and address. Drawings shall indicate catalog number, dimension, voltage and current characteristics, wire sizes, construction rough-in data of all materials to be used. Shop drawings shall be submitted for all major pieces of equipment.
- B. Shop drawings are required on the items listed below:
  - a. Short Circuit Study
  - b. Safety Switches
  - c. Wiring Devices
  - d. Power Pedestal

1.8. EQUIPMENT IDENTIFICATION
- A. All electrical equipment shall be provided with identification indicating its use or function. Equipment to be identified shall include power pedestals and special receptacles. Identification shall be by means of a permanently attached, engraved, plastic laminated label. Junction boxes and empty conduits provided for future use shall also be identified by handwritten permanent marker on the conduits and on the junction box cover.

1.9. CLEANUP
- A. All electrical equipment must be kept completely protected from weather elements, painting, etc., until the building is substantially completed. Damage from rust, paint, scratches, etc., shall be corrected as directed by the A/E.

1.10. CUTTING AND PATCHING
- A. In existing construction, this Contractor shall perform all cutting required and all necessary patching after completion to restore the surface to its original condition, unless otherwise indicated. Should any cutting of walls, floors, ceilings, partitions, etc., be made necessary on account of this Contractor's failure to coordinate with other trades, such cutting shall be done at his own expense, restoring the work to its original condition. This Contractor shall not endanger the stability of the structure by cutting, digging or otherwise, and shall not at any time cut or alter work of any other Contractor.

1.11. REMODELING WORK
- A. This Contractor shall visit existing building before submitting bid and become familiar with existing conditions. Wiring in existing buildings shall remain as is except as noted on the drawings. When existing walls are removed, Contractor shall extend existing circuiting as required to continue circuiting; remove all unused wires; remove all unused conduit where accessible and install new plates with blank gangs as required on existing outlet boxes. Added loads to existing circuiting and panels shall be balanced between phases. Furnish new, typed, panel directory on panelboards for which circuiting is changed.

1.12. SHORT CIRCUIT STUDY
- A. The contractor shall provide a short circuit study to calculate the available fault current at the power pedestal with integral circuit breakers. Calculations for study can start at secondary side of existing dry-type transformer that is serving existing Panel LNKP4. Contractor shall verify all existing equipment ratings, conductor lengths and sizes, and transformer impedance on site necessary for conducting study prior to conducting study.
  - a. Short circuit and equipment duty study to verify that equipment is rated to safely handle short circuit currents without creating hazardous conditions.
  - b. The system model shall be developed using a commercially available, fully integrated software package that meets the performance specifications developed in this Section. To ensure compliance with NEC, NFPA-70E 2009, ANSI, and IEEE Standards, and OSHA mandates, no exceptions or substitutions to the performance specification are allowed.
  - c. The software shall provide complete integration of the one-line and short circuit study calculations. Spreadsheet calculations are not allowed.
  - d. The system model shall be laid out in one drawing/view and in a manner that provides for easy viewing of all analysis results. The one drawing/view requirement ensures that problem areas found and highlighted by the program are easily seen and not hidden or buried in multiple drawings, eliminating potential human errors where multiple drawing verification is required.
    - i. All one-line symbols shall be spaced properly to facilitate viewing results on the one-line.
    - ii. Equipment names used in the modeling software shall be identical to the equipment and naming convention shown on the construction document drawings and equipment unless conflicts exist.
  - e. Short Circuit Study:
    - i. Comply with IEEE 399.
    - ii. Analytical features of fault-current-study computer software program shall include "mandatory," "very desirable," and "desirable" features as listed in IEEE 399.
- B. Electrical equipment shall be labeled based on the results of the study, as well as the available short circuit ratings.
  - a. Label all power pedestals with integral overcurrent protection devices per NEC 408.6.

1.13. GROUNDING
- A. Ground all electrical systems and equipment per NEC and by special requirements as described in this section and other sections. Provide insulated equipment grounding conductor in all raceways (feeders and branch circuits).

1.14. TRENCHING/DIRECTIONAL BORING
- A. This Contractor shall perform all excavation to the depths required. Provide directional boring in lieu of trenching where able to limit disruption of existing above grade conditions. During excavation, material suitable for backfilling shall be piled in an orderly manner a sufficient distance from trench to prevent slides or cave ins. All excavated materials not required or usable for backfilling shall be removed from site. Backfilling shall be done to finished grades and restore the surface to its original condition. Prior to any excavation, determine whether underground installations will be encountered. Locate all public and private utilities on site in vicinity of work prior to conducting the work. Contact the appropriate Entity.

1.15. CONNECTIONS TO EQUIPMENT
- A. Special equipment is hereby defined as all equipment that is not specified under this contract, but requires connections by this Contractor, as indicated on the Drawings. Such connections shall be performed by this Contractor. This Contractor shall verify the locations of such connections by securing the equipment supplier's templates, detail drawings, and roughing in measurements. Unless otherwise specified, the Contractor responsible for furnishing such equipment is also responsible for setting the equipment in place.

PART 2 – PRODUCTS

2.1. RACEWAYS AND FITTINGS
- A. Rigid Metal Conduit (RMC): Heavy wall conduit shall be hot-dip galvanized alloy steel with the U.L. label. Heavy wall, galvanized steel conduit shall be used in all runs where required for mechanical protection.
- B. Electrical Metallic Tubing (EMT): EMT may be used in furred ceiling areas and interior partitions, surface mounted in equipment rooms and in concrete slabs above grade when installed with approved wrench tight, ring compression, watertight steel fittings. Steel set screw fittings may be used in dry locations. EMT shall not be used in slab on grade or where exposed to moisture or earth. Indenter fitting shall not be used.
- C. Rigid Non-Metallic Conduit: PVC conduit shall be used only below grade. PVC conduit shall be installed only where allowed by code and shall be Schedule 40 rigid conduit, UL listed for use above ground, underground direct burial, and concrete encased. Connections shall be made by solvent welding. Provide expansion joints where crossing expansion joints or where wide temperature differential exists. Heavy wall, galvanized steel conduit shall be used for all elbows which penetrate concrete floor slabs or finish grade. This elbow shall extend above floor or finish grade.
- D. Fittings: On all conduit systems the connector fitting shall be of the insulated throat type. Where rigid conduit is connected to a threadless box, double locknut method shall be used. All conduit fittings shall be of steel construction. Malleable iron and die-cast aluminum fittings shall not be used on any conduits.
- E. General Installation: Conduits shall be sized as noted or as required by NEC for number and size of conductors installed except that 3/4 inch shall be minimum size for branch circuit home runs. All conduit and raceways shall be securely positioned by galvanized steel straps, clamps, and hangers with suitable fastenings. Galvanized tie wires (i.e. ceiling grid supports) are not considered an acceptable support for raceways and boxes. Caddy fasteners as manufactured by Erico Products and cable hangars as manufactured by Gripple, with attachment to structure, are acceptable support devices where applied according to manufacturer's recommendations. Where cable hangars are used, horizontal supports are required to be used with a minimum of supports going opposite directions every other support. Air craft cable (or Gripple) is not allowed to support box/junction boxes. All conduits and boxes shall be concealed unless approved by Architect/Engineer. Conduits shall be run parallel to and at right angles to building lines and neatly grouped and supported with approved conduit hangers or channel supports. All conduit runs shall be fastened within 3 feet of any bend or offset. Conduits embedded in or below slabs shall be RMC or RNC with PVC-coated RMC elbows. Change from RNC to RMC with PVC-coated RMC elbows before rising above the floor. A maximum of three hot conductors in each raceway.

2.2. BOXES
- A. Outlet boxes shall be at least 1-1/2 inches deep, or gang style type of size to accommodate devices noted. Outlet boxes on exposed conduit runs in unfinished areas and equipment rooms shall be 4 inch square. Exterior outlet boxes shall be cast aluminum type with weatherproof in-use cover. All outlet boxes shall be concealed except where shown or noted otherwise. This Contractor shall verify type and depth of finished surface so that outlet will be flush.

2.3. WIRE AND CABLE
- A. All wire and cable for feeder and branch circuits shall conform to the requirements of the current edition of NFPA 70 (NEC). Conductors shall be 600 volt rated, copper and unless otherwise noted, shall have type THHN/THWN insulation. Minimum conductor size shall be No. 12 AWG, unless otherwise noted. All conductors No. 12 and smaller shall be solid. Conductors larger than No. 12 AWG shall be stranded. Splices shall be made with solderless-tapeless, mechanical wire connectors with spring action to maintain constant pressure on the conductors. All connections shall guarantee a good electrical and mechanical connection with conductor to conductor contact. No intermediary current path (material between conductors) is allowed. Connections shall be made using twist-on type connectors such as IDEAL INDUSTRIES connector brands WIRE-NUT, WING NUT, OR TWISTER or equal. Quick connect "stab-in" connectors will not be allowed.
- B. Aluminum conductors shall not be used.

2.4. SAFETY SWITCHES
- A. Shall be heavy duty 600 or 250 volt as required, quick make, quick break operation, horsepower rated, non-fused, and of the size shown on the drawings or as required by code, with appropriate NEMA rating. Safety switches shall have NEMA 3R enclosures.

2.5. WIRING DEVICES
- A. Ground fault interrupter receptacles shall be 125 V, 20A, 5 milliampere trip, straight blade, feed-through type and equal to Hubbell No. GFRST20. Comply with NEMA WD 1, NEMA WD 6, UL 498, and UL 943, Class A, and include indicator light that is lighted when device is tripped.
  - a. Provide weather resistant receptacles where installed in wet locations equal to Hubbell No. GFTWRST20.
- B. Weatherproof plates shall be wet-location, weatherproof cover plates: NEMA 250, complying with type 3R weather-resistant, die-cast aluminum with "while-in-use", gasketed, lockable cover. Covers shall be Hubbell #WP26M series, or equal.
- C. Toggle Switch: 20 amp capacity, 120/277 volt, A.C. rated, quiet type. Switches shall be equal to Hubbell 1221 Series.
- D. Normal Device color shall be gray.

2.6. POWER PEDESTAL
- A. Front accessible and side accessible with lockable door, NEMA 3R, deadfront construction, framed with galvanized steel and primed and painted manufacturer's standard color.
- B. 225A, 208V, 3-ph, 4-wire main lug only, 6 circuit panel, 10k AIC rating with (1) 100A, 3-pole GFCI-protected circuit breaker and (1) 20A, 1-pole circuit breaker. Provide filler plates for unused breaker spaces of panel.
- C. 100A, 208V pin and sleeve receptacle with angle adaptor. Basis of Design: ABB DF1516FRA00 or equal.
- D. 20A, 120V GFCI-protected receptacle. See specifications above for receptacle and cover requirements.

END OF ELECTRICAL SPECIFICATIONS

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I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: Jake R. Buckmiller
Signature:
Date: 11/10/2025 License # 58392

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

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11/10/2025	JRB
PROJECT #	CHECKED BY
01231084	JRB

SHEET TITLE

ELECTRICAL SPECIFICATIONS

SHEET NUMBER

E-002

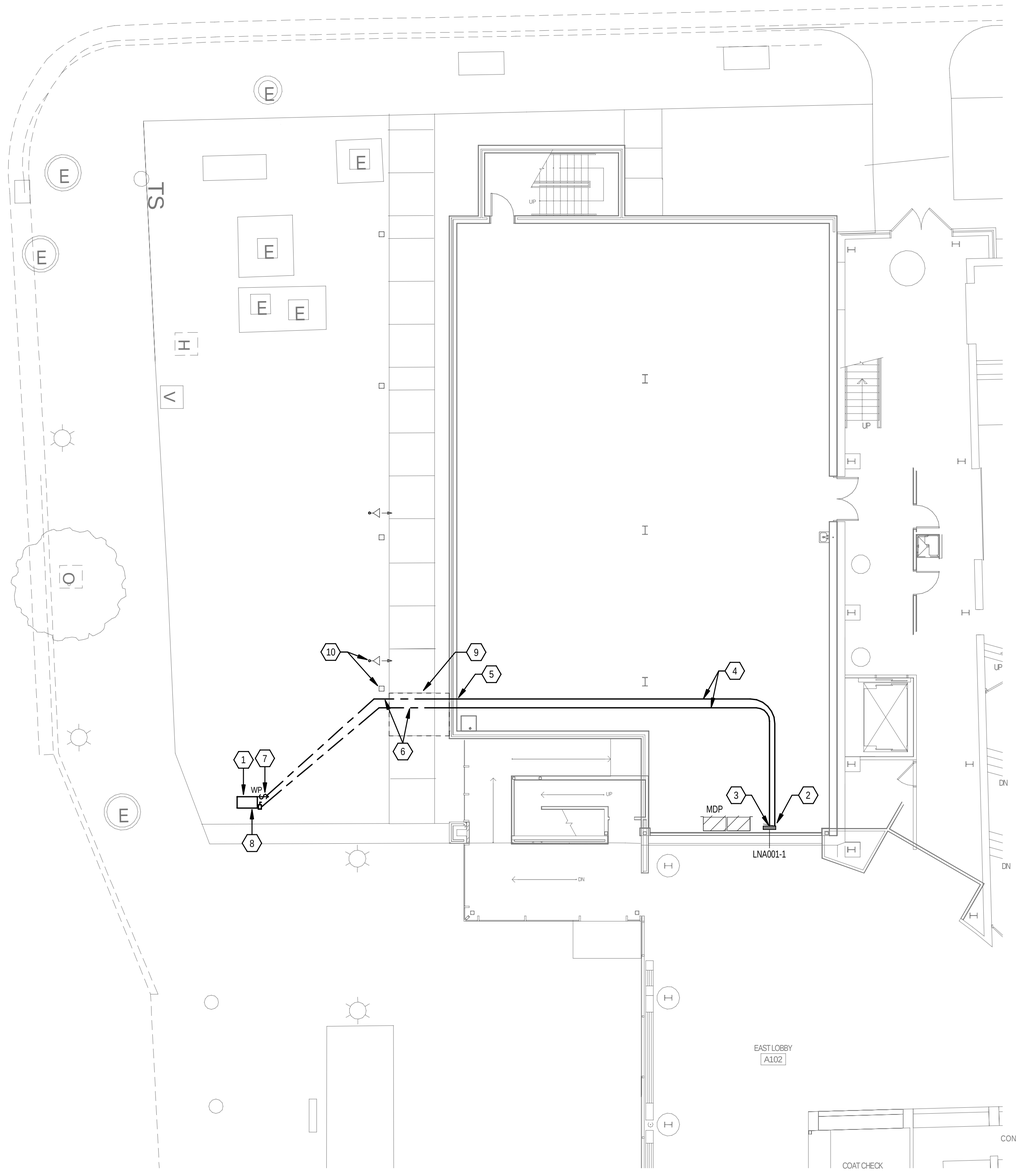
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LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT

EAST CENTER STREET



CIVIC CENTER DRIVE S.E.

A1 ELECTRICAL SITE PLAN - SIGN PLAN
SCALE: 1" = 10'-0"

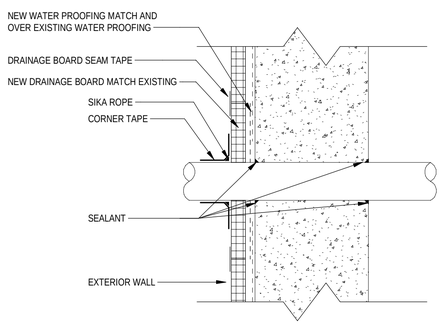
PLAN NORTH

ELECTRICAL SITE GENERAL NOTES

A	CONTRACTOR SHALL HAVE ALL EXISTING PUBLIC AND PRIVATE UTILITIES IN VICINITY OF WORK LOCATED PRIOR TO ANY CONSTRUCTION ASSOCIATED WITH THE INSTALLATION OF THE SIGN AND UNDERGROUND CONDUITS.

KEYNOTES

1	NEW MARQUEE SIGN. COORDINATE EXACT LOCATION PRIOR TO ELECTRICAL ROUGH-IN.
2	PROVIDE A NEW 20A/1P CIRCUIT BREAKER IN EXISTING PANEL LNA001-1 TO SERVE 120V POWER TO UPPER CABINET OF MARQUEE SIGN. BREAKER SHALL MATCH CHARACTERISTICS OF EXISTING CIRCUIT BREAKERS IN EXISTING SIEMENS P1 STYLE PANEL. UPPER LIGHTED CABINET SHALL BE CONTROLLED BY PHOTOCELL PROVIDED WITH SIGN.
3	BASE BID: PROVIDE ONE NEW 60A, 1-POLE CIRCUIT BREAKER TO SERVE DIGITAL DISPLAYS FOR NEW MARQUEE SIGN. ALSO PROVIDE THE FOLLOWING AND ALL OTHER MATERIALS AND LABOR FOR A COMPLETE INSTALLATION BETWEEN BREAKER AND SIGN FOR ELECTRICAL POWER TO DISPLAY SIGN. - ONE 60A CIRCUIT IN CONDUIT FROM BREAKER TO DIGITAL DISPLAYS. - ONE 60A HEAVY DUTY, NON-FUSED DISCONNECT SWITCH IN NEMA 3R ENCLOSURE. - ELECTRICAL CONNECTIONS TO DIGITAL DISPLAYS. ALTERNATE NO 1: PROVIDE ONE NEW 60A, 2-POLE CIRCUIT BREAKER TO SERVE DIGITAL DISPLAYS FOR NEW MARQUEE SIGN. ALSO PROVIDE THE FOLLOWING AND ALL OTHER MATERIALS AND LABOR FOR A COMPLETE INSTALLATION BETWEEN BREAKER AND SIGN FOR ELECTRICAL POWER TO DISPLAY SIGN. - ONE 60A CIRCUIT IN CONDUIT FROM BREAKER TO DIGITAL DISPLAYS. - ONE 60A HEAVY DUTY, NON-FUSED DISCONNECT SWITCH IN NEMA 3R ENCLOSURE. - ELECTRICAL CONNECTIONS TO DIGITAL DISPLAY. BREAKER SHALL MATCH EXISTING CHARACTERISTICS OF EXISTING CIRCUIT BREAKERS IN PANEL LNA001-1.
4	PROVIDE SURFACE MOUNTED CONDUIT FROM PANEL TO EXTERIOR WALL. COORDINATE ROUTING OF CONDUIT WITH OWNER AND EXISTING CONDITIONS TO AVOID EXISTING STRUCTURE, DUCTWORK, LIGHTING, ETC. IN ROOM.
5	ROUTE CONDUIT THRU EXISTING EXTERIOR FOUNDATION WALL. SEAL ALL CONDUIT PENETRATIONS PER DETAIL A4/ES101 TO PREVENT MOISTURE FROM ENTERING BUILDING.
6	ROUTE CONDUITS UNDER EXISTING SIDEWALK. PROVIDE TRENCH AND BACK FILL FOR ROUTING OF UNDERGROUND CONDUITS BETWEEN SIGN AND BUILDING. REMOVE SECTION OF SIDEWALK TO ACCOMMODATE TRENCHING. CONTRACTOR SHALL REPLACE SIDEWALK WITH NEW CONCRETE TO MATCH EXISTING EXPOSED AGGREGATE AND SMOOTH PORTION. ROUTE CONDUITS UNDERGROUND OVER TO SIGN THEN UP INTO SIGN STRUCTURE AND EXTEND UP SIGN THROUGH DISCONNECTS OF KEYNOTES 7 & 8 ON SHEET IN ROUTE TO FINAL TERMINATION OF CIRCUITS TO SIGN COMPONENTS. COORDINATE EXACT CONDUIT ENTRANCE INTO SIGN WITH SIGN INSTALLER.
7	PROVIDE WP TOGGLE SWITCH WITH LOCKABLE METAL COVER AND 120V CONNECTION TO UPPER CABINET AS REQUIRED. MOUNT SWITCH ON SIDE OF MARQUEE SIGN. COORDINATE EXACT LOCATION OF SWITCH WITH GENERAL CONTRACTOR.
8	PROVIDE NEW DISCONNECT SWITCH TO SERVE DIGITAL DISPLAYS FOR NEW MARQUEE SIGN PER KEYNOTE 3 ON THIS SHEET. COORDINATE MOUNTING OF DISCONNECT SWITCHES WITH GENERAL CONTRACTOR.
9	REMOVE SECTION OF SIDEWALK AS REQUIRED FOR TRENCHING IN NEW CONDUITS. REFERENCE KEYNOTE 6 ON THIS SHEET.
10	PROTECT EXISTING LIGHT FIXTURES DURING CONSTRUCTION.



A4 CONDUIT PENETRATION DETAIL
SCALE: NOT TO SCALE

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11/10/2025	JRB
PROJECT #	CHECKED BY
01231084	JRB

SHEET TITLE

ELECTRICAL SITE PLAN - SIGN PLAN

SHEET NUMBER

ES101

CONSTRUCTION DOCUMENTS

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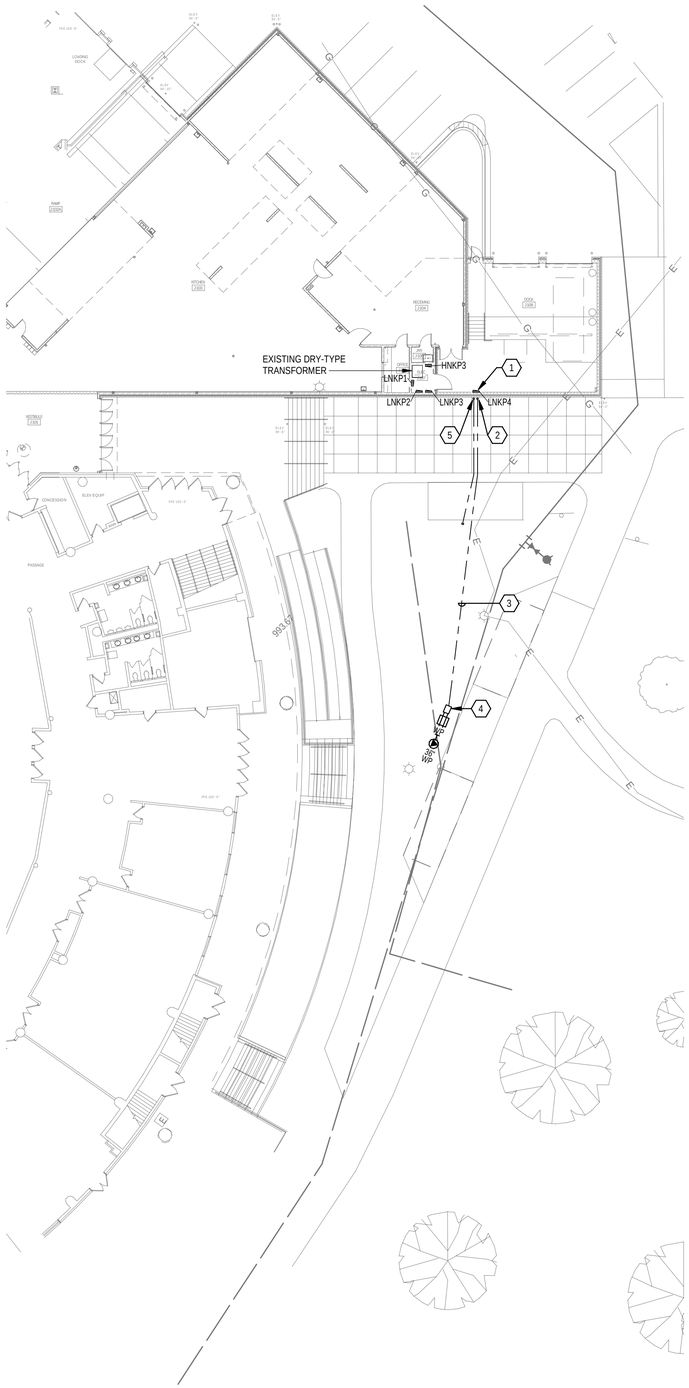
LISTED DRAWINGS SCALE(S) UNLESS REDUCED FROM ORIGINAL 22 x 34 FORMAT

ELECTRICAL SITE GENERAL NOTES

A	CONTRACTOR SHALL HAVE ALL EXISTING PUBLIC AND PRIVATE UTILITIES IN VICINITY OF WORK LOCATED PRIOR TO ANY CONSTRUCTION ASSOCIATED WITH THE INSTALLATION OF THE POWER PEDESTALS AND UNDERGROUND CONDUITS.

KEYNOTES

1	PROVIDE ONE 125A, 3-POLE CIRCUIT BREAKER IN EXISTING PANEL LNKP4 TO SERVE NEW POWER PEDESTAL. EXISTING PANEL IS P2 SERIES BY SIEMENS. NEW BREAKER SHALL MATCH CHARACTERISTICS OF EXISTING BREAKERS IN PANEL.
2	ROUTE CONDUIT THROUGH EXTERIOR WALL FROM LNKP4 AND ROUTE DOWN EXTERIOR WALL TO BELOW GRADE TO POWER PEDESTAL. SEAL WALL PENETRATION. DIRECTIONAL BORE CONDUIT TO POWER PEDESTAL LOCATION. REPAIR SITE AND CONCRETE SIDEWALK AS NEEDED FOR EXISTING CONDITIONS AFFECTED BY THIS WORK.
3	PROVIDE 125A CONDUIT AND WIRE PER CIRCUIT SCHEDULE TO POWER PEDESTAL FROM PANEL LNKP4. ROUTING SHOWN IS DIAGRAMMATICAL. COORDINATE FINAL ROUTING ON SITE WITH EXISTING CONDITIONS.
4	PROVIDE POWER PEDESTAL. BASIS OF DESIGN: AMERICAN MIDWEST POWER 225A, 3-PHASE MAIN LUG ONLY PANEL IN A NEMA 3R ENCLOSURE, 10,000 AIC RATING WITH 100A, GFCI PROTECTED 3-POLE BREAKER AND 20A 1-POLE BREAKER. PANEL ENCLOSURE SHALL HAVE A 100A, PIN AND SLEEVE CONNECTOR WITH ANGLE ADAPTER AND 20A, GFCI-PROTECTED DUPLEX RECEPTACLE WITH IN-USE COVER ON SIDE OF ENCLOSURE. CONTRACTOR TO FIELD-WIRE PIN AND SLEEVE RECEPTACLE AND GFCI-PROTECTED DUPLEX RECEPTACLE TO RESPECTIVE BREAKERS IN POWER PEDESTAL. PROVIDE BASIS OF DESIGN PEDESTAL ASSEMBLY OR EQUAL. PROVIDE CONCRETE EQUIPMENT PAD FOR PEDESTAL.
5	PROVIDE SPARE 2" CONDUIT FROM PANEL LNKP4 THROUGH EXTERIOR WALL AND ROUTE DOWN EXTERIOR WALL TO BELOW GRADE. SEAL WALL PENETRATION. DIRECTIONAL BORE CONDUIT TO FINAL DESTINATION. STUB UP CONDUIT SOUTH OF NEW CONCRETE PAD AS SHOWN AND CUT FLUSH WITH GRADE. SEAL CONDUIT STUB UP. REPAIR SITE AND CONCRETE WALK AS NEEDED FOR EXISTING CONDITIONS AFFECTED BY THIS WORK.
6	CALCULATE AVAILABLE FAULT CURRENT AT POWER PEDESTAL WITH INTEGRAL BRANCH CIRCUIT BREAKERS. CALCULATION MAY START AT EXISTING DRY TYPE TRANSFORMER SERVING PANELS LNKP1-LNKP4 IN ROUTE TO POWER PEDESTAL. CONTRACTOR SHALL VERIFY ALL EXISTING CONDUCTOR LENGTHS AND SIZES, AS WELL AS TRANSFORMER RATING AND IMPEDANCE TO CALCULATE AVAILABLE FAULT CURRENT.



A1 ELECTRICAL SITE PLAN - PARK UPGRADES
SCALE: 1" = 20'-0"

PLAN NORTH

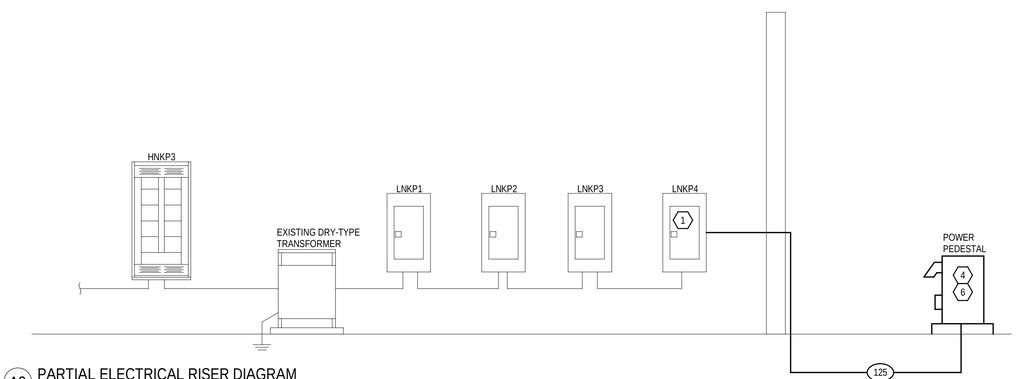
CIRCUIT SCHEDULE		
MARK (AMPACITY)	4-WIRE (W/NEUTRAL) PH/N-GND-C	3-WIRE (NO NEUTRAL) PH-GND-C
15	12-12-3/4"	12-12-3/4"
20	12-12-3/4"	12-12-3/4"
25	10-10-3/4"	10-10-3/4"
30	10-10-3/4"	10-10-3/4"
35	8-10-1"	8-10-3/4"
40	8-10-1"	8-10-3/4"
45	6-10-1 1/4"	6-10-1"
50	6-10-1 1/4"	6-10-1"
60	6-10-1 1/4"	6-10-1"
70	4-8-1 1/2"	4-8-1 1/4"
80	3-8-1 1/2"	3-8-1 1/2"
90	3-8-1 1/2"	3-8-1 1/2"
100	2-8-1 1/2"	2-8-1 1/2"
125	1-6-2"	1-6-1 1/2"

MISCELLANEOUS NOTES:

1. ALL CIRCUITS (BRANCH AND FEEDERS) SHALL BE SIZED PER THE OVERCURRENT DEVICE AND THIS CIRCUIT SCHEDULE UNLESS OTHERWISE NOTED. THE ABOVE CHART IS THE MINIMUM CONDUCTOR AND CONDUIT SIZE FOR THE OVERCURRENT DEVICE. CHART DOES NOT INCLUDE REQUIRED VOLTAGE DROP.
2. CIRCUITS SHALL BE 4 WIRE (4W) UNLESS DENOTED WITH "3W" (3 WIRE).
3. ALL BRANCH CIRCUITS AND FEEDERS SHALL HAVE AN EQUIPMENT GROUNDING CONDUCTOR.
4. ALL CONDUCTORS SHALL BE COPPER.
5. THE NEUTRAL SHALL BE THE SAME SIZE AS THE PHASE CONDUCTORS UNLESS 3-WIRE, OR NOTED OTHERWISE.
6. SINGLE PHASE CIRCUITS SHALL BE SIZED PER THE OVERCURRENT DEVICE UNLESS OTHERWISE NOTED. SIZE THE CONDUCTORS AND CONDUIT PER THE 4-WIRE COLUMN OF THIS CHART BUT REDUCE THE AMOUNT OF PHASE CONDUCTORS AS REQUIRED.

120V, SINGLE PHASE - MAXIMUM CONDUCTOR LENGTH (FEET) FOR <3% VOLTAGE DROP							
CIRCUIT BREAKER AMPACITY	MAXIMUM CIRCUIT CURRENT (A)	MAXIMUM CONDUCTOR LENGTH (FEET)					
		#12	#10	#8	#6	#4	#3
15	12	75	120	190	300	480	600
20	12	55	120	190	300	480	600
	16	-	90	140	225	360	450
30	24	-	60	95	150	240	300
40	32	-	-	70	110	180	225
50	40	-	-	-	90	145	480
60	48	-	-	-	-	120	150

208V, SINGLE PHASE - MAXIMUM CONDUCTOR LENGTH (FEET) FOR <3% VOLTAGE DROP							
CIRCUIT BREAKER AMPACITY	MAXIMUM CIRCUIT CURRENT (A)	MAXIMUM CONDUCTOR LENGTH (FEET)					
		#12	#10	#8	#6	#4	#3
15	12	140	230	350	550	850	1000
20	12	140	230	350	550	850	1000
	16	100	175	260	410	640	775
30	24	-	110	175	275	420	510
40	32	-	-	130	200	310	380
50	40	-	-	-	160	250	310
60	48	-	-	-	-	210	250



A3 PARTIAL ELECTRICAL RISER DIAGRAM
SCALE: NOT TO SCALE

TSP, Inc.
1500 Highway 52 North
Rochester, MN 55901

(507) 288-8155
www.teamtsp.com

Architecture
Engineering
Planning

CONSULTANTS

wsb

PROFESSIONAL ENGINEER

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Print Name: Jake R. Buckmiller
Signature:
Date: 11/10/2025 License # 58392

PROJECT TITLE

MAYO CIVIC CENTER MARQUEE SIGN & PARK UPGRADES

EDA AWARD NUMBER: 06-79-06428

ROCHESTER, MINNESOTA

ISSUES

ISSUE	DATE	DESCRIPTION

ISSUE DATE 11/10/2025	DRAWN BY JRB
PROJECT # 01231084	CHECKED BY JRB

SHEET TITLE

ELECTRICAL SITE PLAN - PARK UPGRADES, ELECTRICAL SCHEDULES, AND PARTIAL ELECTRICAL RISER DIAGRAM

SHEET NUMBER

ES102

CONSTRUCTION DOCUMENTS

© TSP, Inc. 2025

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MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (this "MOU"), made and entered into as of the Effective Date (as defined on the signature page hereof), by and between the CITY OF ROCHESTER, a Minnesota municipal corporation (the "City"), and Experience Rochester, a Minnesota nonprofit corporation. The City and Experience Rochester are sometimes referred to herein collectively as the "Parties" and individually as a "Party". This MOU is not a legally binding document.

Background:
In 2022, the City applied for and received a grant from the Economic Development Association (EDA). The Travel, Tourism, and Outdoor Recreation program, funded through President Biden's American Rescue Plan, is designed to help accelerate the recovery of the travel, tourism and outdoor recreation industry and build back the communities that depend on the industry. This grant will support three separate goals within the DMC district, including Chateau bathroom renovations, electrical hookups for food trucks in Mayo Park and a marquee sign in front of the Mayo Civic Center. The grant will cover 70% of the cost of the three projects, up to $468,699, with 30% matching funds identified by the City.

Purpose:
The City has requested Experience Rochester provide the matching funds for the portion of the grant constructing the marquee in front of Mayo Civic Center and the park upgrades in Mayo Park. This marquee sign will support the programming at Mayo Civic Center, and the park upgrades will support events happening within the park.

Funding:
The EDA grant will support approximately $205,337 of the Mayo Civic Center marquee and park upgrades, with an estimated cost of $411,436 with two bid alternates estimated at a total of $41,097. The City is requiring $95,000 of the project cost from Experience Rochester operations fund to pay the local match requirement of this grant. The remaining project balance shall be paid from Mayo Civic Center capital project funds, CIP number J3501. The exact amount from the capital project funds will be identified after acceptance of the bid proposal by City Council. Experience Rochester shall pay the matching costs anytime between execution of this MOU and start of construction of the marquee and park upgrades.

Duration:
This MOU shall run through installation of the marquee and park upgrades, with the goal of finishing by September 15, 2026. At this time a final pay reconciliation shall be performed by the Parties.

Independent Contractor:
Nothing contained in this MOU is intended or should be construed as creating an employment relationship between the City and Experience Rochester. No tenure or any rights or benefits, including workers' compensation, unemployment insurance, medical care, sick leave, vacation leave, severance pay, PERA, or other benefits available to City employees, shall accrue to Experience Rochester or its employees performing services under this MOU.

Insurance:
The Parties shall secure and maintain such insurance as the Parties deems necessary or appropriate.

Ownership of Work:

A. The Parties agree that all Work performed for the Parties shall be and remain the property of the City. "Work" shall mean all ideas, research, trade secrets, proprietary information, documents, data, reports, improvements, modifications, technology, and any preliminary

drafts made, conceived, expressed, developed, or actually or constructively reduced to practice by the City, solely or jointly with others, in connection with any services performed hereunder.

Disclosures:
Experience Rochester is required to make regular, timely, and full confidential disclosures to the City of all personal, business, or financial interests which may directly or indirectly result in a conflict of interest. The term "conflict of interest" is defined by Rochester Code of Ordinances Section 13.04.

Data Practices Notice:
As required by Minnesota Statutes, Section 13.05, subd. 11(a), Experience Rochester acknowledges that it is subject to the requirements of Minnesota Statutes Chapter 13 in creating, collecting, receiving, storing, using, maintaining, or disseminating the data pertaining to this agreement.

Notices:
Any notice required or permitted to be given by any Party upon the other is given in accordance with this MOU by delivering it personally to an officer of either Party, or if mailed in a sealed wrapper by United States registered or certified mail, return receipt requested, postage prepaid, or if deposited cost paid with a nationally recognized, reputable overnight courier, properly addressed as follows:

If to City:
City of Rochester
Attn: City Administrator
201 4th St SE, Room 266
Rochester, MN 55904

If to Experience Rochester:
Experience Rochester
Attn: Executive Director
30 Civic Center Drive SE
Rochester, MN 55904

IN WITNESS WHEREOF, the Parties have executed this MOU as of the last date set forth in the signature blocks below (the "Effective Date").

CITY OF ROCHESTER, a Municipal Corporation

By: _____
Kim Norton
Its Mayor

Dated: _____

By: _____
Ann Kasel
Its City Clerk

Experience Rochester, a Minnesota nonprofit corporation

By: _____
Joe Ward
Its: Executive Director

Dated: 12/16/25

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Contract Award: Security Equipment for Mayo Civic Center

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
Zack Wood

Action Requested:

Awarding a contract in the amount of $88,666 to CEIA USA for the purchase of four (4) security Opengate screening stations for use at the Mayo Civic Center.

Report Narrative:

This contract proposal authorizes the purchase of four (4) CEIA Opengate passthrough security screening stations for use at the Mayo Civic Center. The existing security screening equipment has exceeded its expected service life, requires additional staffing to operate, and has limited throughput capacity. Current stations admit approximately 400 guests per hour and require patrons to remove personal items, resulting in extended wait times during large events.

The proposed Opengate screening stations would be deployed primarily for large events and offer updated technology capable of identifying potential weapons more efficiently than the existing systems. The new equipment allows patrons to pass through screening without removing personal belongings, providing a faster and less intrusive entry experience. Each station is capable of screening up to 1,200 guests per hour.

The Opengate stations operate on wireless networks, allowing for rapid deployment and flexible use. They require less staff training than the current equipment and are projected to reduce staffing needs by approximately 42 percent compared to existing screening operations. In addition to improved entry flow, the system provides operational analytics, including attendance counts per station and data on prohibited items identified by event type and demographic trends.

Replacement of this security screening equipment has been identified in the Mayo Civic Center's Capital Improvement Plan project J3501 for 2026. Due to an increase in large-scale events and heightened security considerations nationwide, staff recommends approval of this contract to advance the planned replacement.

2 additional proposals were solicited for this equipment. Securitas Technologies provided a proposal for $133,175 and a monthly service subscription of $1,522.64 for 4 Screening Stations. Evolv provided a proposal for leasing 4 screening stations for 4 years with a purchase option at the conclusion of the lease period, the 4 year lease cost was $391,236, the pricing for purchase of the equipment at the lease conclusion was not provided.

Priorities & Foundational Principles:

Quality Services

Fiscal Responsibility and Sustainability

Policy Considerations & DEI Impact:
The existing security screening stations have reached their expected service life and have become a bottleneck for operations during large events due to their inability to quickly screen large groups and the staffing requirements for their operation. Replacing the security screening stations will help ensure the Mayo Civic Center team can efficiently operate and provide a safe environment for its patrons and staff while reducing operational expenses and providing valuable data for future events.

Prior Legislative Actions & Community Engagement:
There has been no prior legislative action on this item.

Fiscal & Resource Impact:
This project has been planned for 2026 within the Mayo Civic Center building improvements CIP J3501. The current fund balance of J3501 is $2,439,627.52. If approved J3501 would have a remaining balance of $2,350,961.52. Lodging tax above and beyond the contribution to Mayo Civic Center operations replenishes the funding annually.

Alternative Action(s):
No alternative actions are recommended at this time.

Prepared By:
Zachary Wood

Attachments:
Bid - Mayo Civic Center - Opengate

6336 HUDSON CROSSING PKWY
HUDSON, OH 44236
P: (330)-405-3190
F: (330)-405-3196

QUOTE #: 074291
DATE: 12/30/2025

BILL TO:

CITY OF ROCHESTER

ATNN: ACCOUNTS PAYABLE
201 4TH STREET SE
ROOM 321
ROCHESTER, MN 55904
P: +1 507-328-2007

SHIP TO:

MAYO CLINIC CENTER

30 CIVIC CENTER DRIVE SE
ROCHESTER, MN 55904
P: +1 320-221-9411

Customer ID	PO Number	Ship Via	Sales Rep	Payment Terms	Req. Ship
CITROC	OPENGATE X4	COMMON CARRIER	MMICHARD	NET 30	1/26/26

QTY.	U/M	Item #	Description	Unit Price	Ext. Price
4	EACH	108960-LTE	OPENGATE with LTE Board	$18,741.00	$74,964.00
Item Note:					
16	EACH	B1815L	Battery, Lithium, 18V, 15A	$0.00	$0.00
Item Note:					
4	EACH	138520	B1815L BATTERY CHARGER	$0.00	$0.00
Item Note:					
4	EACH	129771U	Support Arms and Plates, OPENGATE, USA	$1,430.00	$5,720.00
Item Note:					
1	EACH	95287U	Encapsulated NILECJ2B Test Piece, CEIA USA	$254.00	$254.00
Item Note:					
4	EACH	SWLIC-Y	Yearly NetID Anywhere License - One Per Detector	$882.00	$3,528.00
Item Note:					
Optional: One year subscription of NetID Anywhere					
1	EACH	S/L/I	SERVICE / LABOR / INSTALLATION	$3,000.00	$3,000.00
Item Note:					

Subtotal	$87,466.00
Misc	$0.00
Tax	$0.00
Freight	$1,200.00
Total	$88,666.00

ALL AMOUNTS ARE IN U.S. DOLLARS

TEL: 330-405-3190 / FAX: 330-405-3196

"We add a 3% surcharge on all credit card payments. This surcharge is not greater than our total cost of accepting credit cards. There is no surcharge for debit card payments"

CEIA USA, LTD. – TERMS AND CONDITIONS OF SALE

1. **ENTIRE AGREEMENT**: The terms and conditions hereof, together with the provisions on the face hereof with respect to description, quantity and price of goods ordered and delivery terms, shall constitute the entire agreement between the purchaser thereof ("Purchaser") and CEIA USA, LTD. ("Seller"), and any representations, and course of prior dealings, promise or condition in connection herewith or usage of the trade not expressly incorporated herein, shall not be binding on Seller. No waiver, alteration or modification of any of the provisions hereof shall be binding, unless in writing and signed by a specifically authorized representative of Seller. ANY ATTEMPTED ACKNOWLEDGEMENT OF THIS SALE BY A PURCHASE ORDER OR OTHER DOCUMENT CONTAINING TERMS AND CONDITIONS INCONSISTENT WITH OR IN ADDITION TO THE CONDITIONS CONTAINED HEREIN SHALL NOT BE BINDING UPON SELLER AND SELLER HEREBY EXPRESSLY OBJECTS TO AND REJECTS THE SAME. UNLESS OTHERWISE AGREED BY THE PARTIES IN WRITING, SELLER'S ACCEPTANCE OF PURCHASER'S ORDER REQUEST IS EXPRESSLY MADE CONDITIONAL ON PURCHASER'S AGREEMENT TO THE TERMS AND CONDITIONS CONTAINED HEREIN.

2. PRICE: All quoted prices are good for ninety (90) days from the date shown on the face of the quote. Prices quoted are based upon production quantity; if order quantity, release quantity or release schedules change, the price for goods is subject to adjustment by Seller. All costs specified herein as borne by Purchaser shall be in addition to the quoted price. All bills shall be dated the date of shipment. Upon approved credit, payment shall be due on all sales of goods net thirty (30) days unless different terms have been agreed upon. Otherwise, Seller reserves the right at any time to require full or partial payment in advance. A late charge of one to one and one-half percent (1-1/2%) per month will be charged on the unpaid balance of overdue invoices. If shipments are delayed by Purchaser, payments shall become due from the date when Seller is prepared to make shipment. Goods held for Purchaser shall be at the risk and expense of Purchaser. Unless otherwise indicated, installation and training charges shall be invoiced separately.

3. **SHIPMENT, PLACE OF DELIVERY AND RETENTION OF TITLE**: Goods covered by this contract are sold Ex Works ("EXW") (as that term is defined and used in Incoterms 2010, as agreed from time to time) Hudson, Ohio (unless otherwise indicated in writing), and Seller's placement of such goods in the possession of a trucking company or other common carrier shall constitute delivery to Purchaser and risks of loss or damage in transit shall be borne by Purchaser; provided, however, all goods delivered shall remain the property of Seller until such time as all claims, including any balances, which Seller may have against Purchaser for any reason whatsoever have been satisfied. If such retention of title would be void under the laws enforced at the place where the goods are located, Seller reserves and Purchaser grants to Seller a security interest in all goods sold and all proceeds thereof to secure the full payment and performance by Purchaser of its liabilities and obligations to Seller. If any action on the part of Purchaser is required to effect such security interest, Purchaser shall be obligated to take all measures necessary to effect and preserve the same. Freight charges shall be pre-paid by Seller and added to Purchaser's invoice. Excess shipping and/or transportation charges, including a handling charge, resulting from compliance with Purchaser's request with respect to the use of any agency or method of transportation or any routing other than that which would otherwise have been designated by Seller shall be paid by Purchaser, including but not limited to Purchaser picking-up its own goods from Seller.

4. **SELLER'S DEFAULT OR DELAYS**: Processing and shipment of orders are subject to strikes, fires, floods, accidents, riots, government orders or any other factors beyond Seller's reasonable control. Seller shall not be liable for any loss or delay resulting from these factors beyond Seller's reasonable control.

5. **CANCELLATION**: No order is subject to cancellation or change by Purchaser in any respect without Seller's prior written consent. In the event Purchaser defaults on its agreement to purchase the goods or refuses to accept delivery of the goods pursuant to this Agreement, Seller shall be entitled, in addition to any of its other rights under this agreement or as provided by law, to recover from the Purchaser an amount equal to all of Seller's damages (including reasonable overhead charges) for such breach, and Seller shall have the right to retain, in partial or complete payment of such amount, the total of all payments made hereunder less only that portion, if any, in excess of such amount. Seller has the right to cancel any order if Purchaser: (a) becomes insolvent; (b) files a voluntary petition in bankruptcy;(c) has an involuntary petition in bankruptcy filed against it; has a receiver or trustee appointed for it; (e) makes an assignment for the benefits of creditors; or (f) breaches this or any other agreement with Seller.

6. **PURCHASER'S DUTY TO INSPECT AND NOTIFY SELLER OF DEFECTS**: Purchaser shall fully inspect the goods upon receipt. Within ten (10) days after Purchaser's receipt of the goods, Purchaser shall give written notice to Seller of any claim that the goods are defective in any manner, where such defect is ascertainable upon adequate inspection. In such written notice, Purchaser shall specify in detail the basis for all claims against Seller. The costs and expense of such inspection shall be borne solely and exclusively by Purchaser. If Purchaser fails either to inspect the goods or to send Seller written notice of all claims within ten (10) days after receipt, Purchaser shall be conclusively deemed to have waived any claims against Seller based upon, arising out of, or related to any defect that was ascertainable upon adequate inspection of the goods.

7. **WARRANTY AND LIMITATION OF LIABILITY**: Seller warrants that, for a period of two (2) years from the date of shipment, all of the goods delivered will be of the kind designated or specified (normal wear and tear excepted). Seller shall be promptly notified in writing by Purchaser of any failure to meet this warranty. The conditions of any test designed to resolve any alleged breach of warranty shall be mutually agreed upon, in writing, and Seller shall be notified, in writing, of and may be represented at all such tests that may be made. Seller's obligation to Purchaser with respect to any goods found to be defective shall be limited to replacing (with new or refurbished goods, as Seller deems appropriate in its sole discretion) or repairing such goods at Seller's facility (labor charges not included) or such other point as Seller may designate, provided that written notice of such defect is received by Seller from Purchaser within two (2) years from the date of shipment by Seller. Any claim not made within such two (2) year period shall be conclusively deemed waived by Purchaser; provided, however, notwithstanding the notice requirement contained

in the preceding sentence, if Purchaser failed to inspect the goods or to send Seller written notice of all claims within ten (10) days of receipt of goods, as set forth in the preceding section, Purchaser shall be conclusively deemed to have waived any claim against Seller based upon, arising out of, or related to any defect that was ascertainable upon adequate inspection of the goods. No goods are to be returned to Seller without its prior written authorization. There will be a twenty percent (20%) restocking fee in addition to any shipping costs incurred as well as Seller's technician's expense and repair costs, if applicable, for any returned product. If warranty service is required at Purchaser's location, labor and travel charges shall apply. Seller shall not be liable for any expense incurred by Purchaser in order to remedy any defect in its goods. Title to all goods that have been replaced shall thereafter vest in Seller, where Purchaser had previously acquired title pursuant to the provisions hereof. If goods furnished to Purchaser's specifications are used or combined by Purchaser with other products or items not furnished herein, Purchaser shall indemnify and hold harmless Seller from all claims resulting from the use or incorporation of such goods in Purchaser's product. IT IS EXPRESSLY AGREED THAT THIS WARRANTY IS IN LIEU OF ANY AND ALL OTHER WARRANTIES AND LIABILITIES, EXPRESSED OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PURPOSE AND ANY LIABILITY FOR CONSEQUENTIAL DAMAGES ARISING OUT OF THE USE OF THE GOODS SOLD HEREUNDER. THE FOREGOING STATES PURCHASER'S SOLE AND EXCLUSIVE REMEDY AND SELLER'S SOLE AND EXCLUSIVE LIABILITY FOR ANY CLAIM OF DAMAGES IN CONNECTION WITH THE SALE OF GOODS HEREUNDER, WHETHER SUCH CLAIM IS BASED ON WARRANTY, CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE. SELLER WILL IN NO EVENT BE LIABLE FOR ANY CONSEQUENTIAL, INCIDENTAL, SPECIAL OR CONTINGENT DAMAGE OR EXPENSE ARISING DIRECTLY OR INDIRECTLY FROM ANY DEFECT IN ITS GOODS OR FROM THE USE OF ANY DEFECTIVE GOODS, NOR IS ANY OTHER PERSON AUTHORIZED TO ASSUME FOR SELLER ANY SUCH LIABILITY. SELLER'S LIABILITY FOR LOSSES OR DAMAGES ARISING OUT OF THE SUPPLY OR USE OF ITS GOODS SHALL IN NO EVENT EXCEED THE PRICE CHARGED FOR THE PARTICULAR GOODS AT ISSUE. THIS WARRANTY SHALL EXTEND ONLY TO THE FIRST PURCHASER OF SUCH GOODS FROM SELLER AND SHALL NOT BE ASSIGNED OR TRANSFERRED.

8. **EXPORT AND IMPORT CONTROLS**: Purchaser acknowledges and agrees that the ultimate destination of the goods is in the United States, unless otherwise agreed to in writing. Purchaser shall not authorize or permit its employees, distributors, customers, brokers, freight forwarders, and/or agents to export or re-export any of the goods to any foreign person without complying with applicable import and export laws and regulations of Purchaser's country and of the United States, including the International Traffic In Arms Regulations (ITAR) and the Export Administration Regulations (EAR). Purchaser agrees to obtain and properly utilize U.S. Government export authorization prior to exporting or re-exporting the goods, either in their original form or after being incorporated into other end- items.

9. **CLAIMS**: Claims for error in weight or shortage of goods must be presented to Seller in writing within ten (10) days from the date of receipt of the goods and must state the shipping slip number and claim of shipment. Any claim for error in weight or shortage of goods not presented in accordance with this section will be conclusively deemed waived by Purchaser.

10. **INTELLECTUAL PROPERTY; PATENT INDEMNITY:** Purchaser acknowledges that the goods contain valuable ideas, designs, processes, inventions, patents, research and development, formulas, technologies, copyrights, trademarks, trade secrets, marketing and business ideas, know-how, data, computer hardware, computer software, and/or other intellectual property rights of Seller ("Intellectual Property"). Seller owns and reserves all rights in the Intellectual Property and Purchaser agrees to use such Intellectual Property only in conjunction with the use or operation of such goods and only in accordance with any applicable instructions and manuals furnished by Seller, its suppliers or licensors, if applicable. As such, no title to or ownership of any Intellectual Property related to any goods is transferred to Purchaser pursuant to this agreement unless specifically authorized in writing by Seller. Purchaser will not, directly or indirectly attempt to test, analyze and/or reverse engineer any goods or any component thereof, or to otherwise misappropriate, circumvent or violate any of Seller's Intellectual Property rights. Purchaser will not, directly or indirectly assist any third-party to test, analyze and/or reverse engineer any goods or any component thereof, or to otherwise misappropriate, circumvent or violate any of Seller's Intellectual Property rights. Notwithstanding the provisions of this section, Purchaser will defend, indemnify and hold Seller harmless against any expense or loss resulting from infringement of patents or trademarks arising from its non-compliance with Seller's designs or specifications or instructions.

11. **CONFIDENTIAL INFORMATION**: Seller may require Purchaser to enter into a Confidentiality and Non-Disclosure Agreement in order to facilitate any sale of goods. In the event Seller and Purchaser enter into a Confidentiality And Non-Disclosure Agreement, the terms of that agreement apply to these terms and conditions and are specifically incorporated herein. In the event Seller and Purchaser do not execute a Confidentiality And Non-Disclosure Agreement, Purchaser shall not improperly use or make available, sell, disclose or otherwise communicate to any third party any information generally not known outside of Seller, including information contained in oral communications, as well as in any tangible expressions referring or relating, but not limited to the Intellectual Property, goods, other techniques, inventions, hardware, software, innovations, patent applications, discoveries, improvements, formats, test results, research projects, manuals, specifications, documentation, notes, industry contacts, information about costs, profits, markets, sales, contracts, lists of customers, lists of distributors, business, marketing, and strategic plans, forecasts, unpublished financial information, budgets, projections and customer identities, characteristics and agreements ("Confidential Information"). Confidential Information is to be broadly defined and includes all information that has or could have commercial value or other utility in the business in which Seller is engaged or contemplates engaging, and all information of which the unauthorized disclosure could be detrimental to the interests of Seller, whether or not such information is identified as Confidential Information by

Seller. Except as otherwise required by law, neither party shall issue any press release or make any public statement regarding the transaction contemplated by this agreement, without prior written approval of the other party. The provisions of this section shall survive termination of this agreement.

12. **NO USE OF NAME OR TRADEMARKS**: Purchaser shall not at any time use Seller's name or any Seller logo, trademark, service marks, or trade name in any advertising or publicity without the prior written consent of Seller.

13. **TECHNICAL ADVICE**: UNLESS OTHERWISE SPECIFICALLY AGREED IN WRITING, NEITHER SELLER NOR ANY REPRESENTATIVE OF SELLER IS RESPONSIBLE, OR LIABLE, FOR APPLICATION OR SUPERVISION OF APPLICATION OF THE GOODS INCLUDING, BUT NOT LIMITED TO SELECTING/ESTABLISHING SCREENING PROCEDURES AND/OR SECURITY DETECTION LEVELS. ANY SUPERVISION OR TECHNICAL ADVICE OR ASSISTANCE FURNISHED OTHER THAN PURSUANT TO SUCH WRITTEN AGREEMENT DOES NOT CREATE ANY LIABILITY ON BEHALF OF SELLER FOR ANY SUPERVISION, ADVICE OR ASSISTANCE GIVEN OR RESULTS OBTAINED.

14. **CORRECTIONS**: Typographical or clerical errors contained in this agreement, including prices, are subject to correction by Seller.

15. **TAXES**: Prices specified do not include sales, excise or other taxes arising out of or relating to this order or the goods delivered except as otherwise specifically stated on the face hereof. All such taxes are the responsibility of Purchaser; if Purchaser claims it is exempt from tax, it shall provide Seller with a tax exemption certificate acceptable to the taxing authorities.

16. **INJUNCTIVE RELIEF**: Purchaser acknowledges that failure to carry out any obligation under this agreement, or a breach by Purchaser of any provision herein, shall constitute immediate and irreparable damage to Seller, which cannot be fully and adequately compensated in money damages and which will warrant preliminary and other injunctive relief, an order for specific performance, and other equitable relief. Purchaser further agrees that no bond or other security shall be required in obtaining such equitable relief and Purchaser hereby consents to the issuance of such injunction and to the ordering of specific performance. Purchaser also understands that other action may be taken and remedies enforced against Purchaser.

17. **MISCELLANEOUS**: These Terms and Conditions of Sale shall be construed under and governed by the laws of the state of Ohio without regard to the rules regarding conflict of laws. If any provision of this agreement is held to be illegal, invalid or unenforceable, the remaining provisions shall not in way be affected or impaired thereby. Any waiver of this agreement must be in writing and signed by the party against whom such waiver is asserted. A waiver by Seller of any terms and conditions herein shall not be deemed to be a continuing waiver but shall apply solely to the instance of the waiver.

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Revocable Permit and Agreement with DT Roch MF LLC for Private Improvements in the Public Right-of-Way

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Public Works

AGENDA SECTION:
Consent Agenda

PRESENTER:
Dillon Dombrovski

Action Requested:
Authorizing a Revocable Permit and Agreement ("the agreement") with DT Roch MF LLC for encroachment of a building overhang and various balconies into the 2nd Ave SW, 5th St SW, and public alley right-of-ways.

Report Narrative:
DT Roch MF LLC is the Owner of the property described as Lot 1, Block 1, EQMQ MF Housing Subdivision, Olmsted County, Minnesota. The Owner will be constructing a multi-family apartment building on its property, and has requested a revocable permit granting permission to allow encroachment of a building overhang and various balconies (collectively referred to as "private improvements") within the 2nd Ave SW, 5th St SW, and public alley right-of-ways adjacent to the subject property. Two Juliet balconies will extend eight inches into the right-of-way and will have a minimum ground clearance of eight feet, eight inches. The building overhang and remaining balconies will have a maximum extension of four feet, eleven inches into the right-of-way, and a minimum ground clearance of twenty feet, six inches.

The Owner will install and maintain the private improvements at its own expense. The Owner will also be responsible for the cost to remove and reinstall the private improvements, as well as any damage to public facilities. Public Works has reviewed the request and recommends in favor of the revocable permit and agreement ("the agreement"). The agreement includes language for revocation and liability protection for the City, and has been executed by the Owner.

Priorities & Foundational Principles:
Economic Vibrancy & Growth Management
Public Safety

Policy Considerations & DEI Impact:
The permit and agreement with DT Roch MF LLC (collectively referred to as "private improvements") are requirements per the Rochester City Code of Ordinances (RCO), Sec. 9-2-5. The City strives to keep its public rights-of-way in a state of good repair and free from unnecessary encumbrances, to provide for and protect the health, safety, and welfare of its citizens, and to ensure the integrity of its streets and the appropriate use of the public rights-of-way.

Chapter 9-2 of the RCO, Public Right-of-Way Management, imposes reasonable regulation on the

placement and maintenance of facilities and equipment currently within the City's rights-of-way. This chapter is intended to complement the regulatory roles of state and federal agencies. Under this chapter, persons using, excavating, and obstructing the rights of way will bear financial responsibility for their work and will be required to maintain, support, protect, or move their facilities.

Prior Legislative Actions & Community Engagement:

This agreement is a stand-alone item. There are no prior actions or community engagement to report at this time.

Fiscal & Resource Impact:

Public Works collects a document preparation and recording fee of $246 for the preparation and recording of the subject Revocable Permit and Agreement.

Alternative Action(s):

No alternative actions are suggested at this time.

Prepared By:

Jamie Miller

Attachments:

Revocable Permit & Agreement - DT Roch MF LLC - Private Improvements in ROW

REVOCABLE PERMIT AND AGREEMENT

THIS REVOCABLE PERMIT AND AGREEMENT (this "Agreement") is made this _____ day of _____, 202__, between the **City of Rochester**, a Minnesota municipal corporation, hereinafter referred to as "City," and **DT Roch MF LLC**, a Minnesota limited liability company, hereinafter referred to as "Owner."

WITNESSETH THAT:

WHEREAS, Owner owns certain real property described as:

Lot 1, Block 1, EQMQ MF Housing Subdivision, Olmsted County, Minnesota

hereinafter referred to as the "Property"

WHEREAS, Owner will be constructing a multi-family apartment building on the Property. Owner has requested the City's approval to allow a portion of the apartment building and various balconies (hereinafter "Private Improvements") to extend into the 2nd Avenue SW public right of way, the 5th Street SW public right of way, and the north-south public alley (hereinafter collectively "Right of Way") adjacent to the Property; and,

WHEREAS, the City is willing to grant this Permit upon the terms and conditions contained herein, which terms and conditions apply to Owner, its successors and assigns.

NOW, THEREFORE, IT IS MUTUALLY AGREED by the City and Owner as follows:

1. Subject to full execution of this Agreement, and Owner's full compliance with the terms of this Agreement, the City hereby authorizes Owner to construct the Private Improvements within the Right of Way. The Private Improvements shall be designed and constructed consistent with the exhibit attached hereto for reference as **EXHIBIT A**. The Private Improvements include:

- A building overhang at the northeast corner of the building starting on the 3rd floor. The building overhang will extend approximately 4 feet, 8 inches into the 5th Street SW right of way and 4 feet, 11 inches into the 2nd Avenue SW right of way. The clearance above the sidewalk will be 22 feet, 4 inches.
- Two Juliet balconies on the second floor will extend 8 inches into the 5th Street SW right of way, with a minimum clearance above the sidewalk of 8 feet, 8 inches.
- Multiple balconies on the 3rd through 6th floors will encroach into the 2nd Avenue SW public right of way, the 5th Street SW public right of way, and the north-south public alley. The minimum clearance of the balconies above the sidewalk or alley is 20 feet, six inches, and the maximum extension into the right of way is approximately 4 feet, 10 inches.

2. All costs associated with the design, construction, and future maintenance of the Private Improvements shall be the obligation of the Owner.

3. In the event that damage may occur to public facilities as a result of the Private Improvements being located within the Right of Way, Owner shall make immediate repairs and bear all costs of City ordered repairs.

4. Owner shall restore, to the City's satisfaction, all areas disturbed by work related to the Private Improvements and bear all costs of said restoration.

5. Owner shall ensure that the use of said Private Improvements shall be in accordance with all applicable City codes and other provisions of law, and that proper maintenance of the Private Improvements occurs to minimize the impact on the public's infrastructure.

6. Owner shall hold the City harmless, by insurance coverage or by agreement, and must defend and indemnify the City for any and all damages, or from any and all claims or causes of action made by any party resulting from the Owner' use of the Right of Way under the grant of authority contained herein or resulting from the City's decision to revoke this Permit.

7. This Permit is for the specific Private Improvements identified and referenced herein. No additional private improvements may be constructed within said Right of Way without separate approval by the City.

8. Any future maintenance, alterations, or modifications to the Private Improvements shall be approved by the City and coordinated with the City Public Works Department prior to commencement of work activity.

9. Owner agrees to execute the Release and Hold Harmless Agreement attached hereto as **EXHIBIT B**.

10. This Permit is not intended to be for any specific period of time, and Owner shall, upon demand by the City acting through its City Engineer, remove the encroachments authorized by this Permit. If demand for removal has been made and the encroachments are not removed, the encroachments shall be deemed the property of the City and the City may proceed to remove all or a part thereof without liability for damages to Owner. Owner shall reimburse the City for any costs the City incurs in removing the encroachments. Owner shall not receive any prescriptive rights by this grant, nor shall it seek or be entitled to any relocation costs or other damages from the City for removal of the encroachments.

11. By executing this Agreement, Owner acknowledges that it: (a) entered into and executed this Agreement knowingly, voluntarily, and willingly of its own volition with such consultation with legal counsel as it deems appropriate; (b) has had a sufficient amount of time to consider this Agreement's terms and conditions, and to consult an attorney before signing this Agreement; (c) has read this Agreement, understands all of its terms, appreciates the significance of those terms, and has made the decision to accept them as stated herein; and (d) has not relied upon any representation or statement not set forth herein. Both parties wish to avoid any development or administrative delays associated with a legal challenge to any of the terms of this Agreement. As such, both parties agree that they will not challenge the legality of any term or condition found within this Agreement and specifically waives any and all legal objections they may have to any such term or condition. Notwithstanding any provision in this Agreement to the contrary, this clause will survive the termination or expiration of this Agreement.

12. In the event that Owner fails to make payment according to the terms of this Agreement, the City may collect the unpaid amount, plus interest, pursuant to provisions of state law or local ordinances as they may currently exist, be created in the future, and / or as amended from time to time.

13. The parties agree that if any term or provision of this contract is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the contract did not contain the particular term or provision held to be invalid.

14. The rights and obligations of this Agreement shall be deemed to be a covenant binding upon said Property, and shall run with the land, subject to the terms and conditions stated herein.

15. Owner has paid to the City a document preparation and recording fee of $246.00.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed on the day and year first above written.

City of Rochester,
a Minnesota municipal corporation

By: _____ Date: _____, 202__
Kim Norton, Mayor

Attest: _____ Date: _____, 202__
Ann Kasel, City Clerk
Olmsted County, Minnesota,
Ex officio notary public
My term is indeterminate
See Minn. Stat. § 358.15(a)(2)

OWNER:

DT Roch MF LLC,
a Minnesota limited liability company

By: _____

Its: Chief Manager

STATE OF Minnesota)
) SS
COUNTY OF Hennepin)

On this 15th day of December, 2025, before me, a notary public within and for said county, personally appeared Brenda Quaye, the Chief Manager of **DT Roch MF LLC**, a Minnesota limited liability company, personally known to me to be the person described in the foregoing instrument and acknowledged that he/she/they executed the same as his/her/their free will and on behalf of the limited liability company.

_____
NOTARY PUBLIC

ERIN R SUAREZ
NOTARY PUBLIC - MINNESOTA
MY COMMISSION EXPIRES 01/31/26

THIS INSTRUMENT DRAFTED BY
Rochester Public Works Office
4001 West River Parkway NW, Suite 100
Rochester, Minnesota 55901

EXHIBIT A

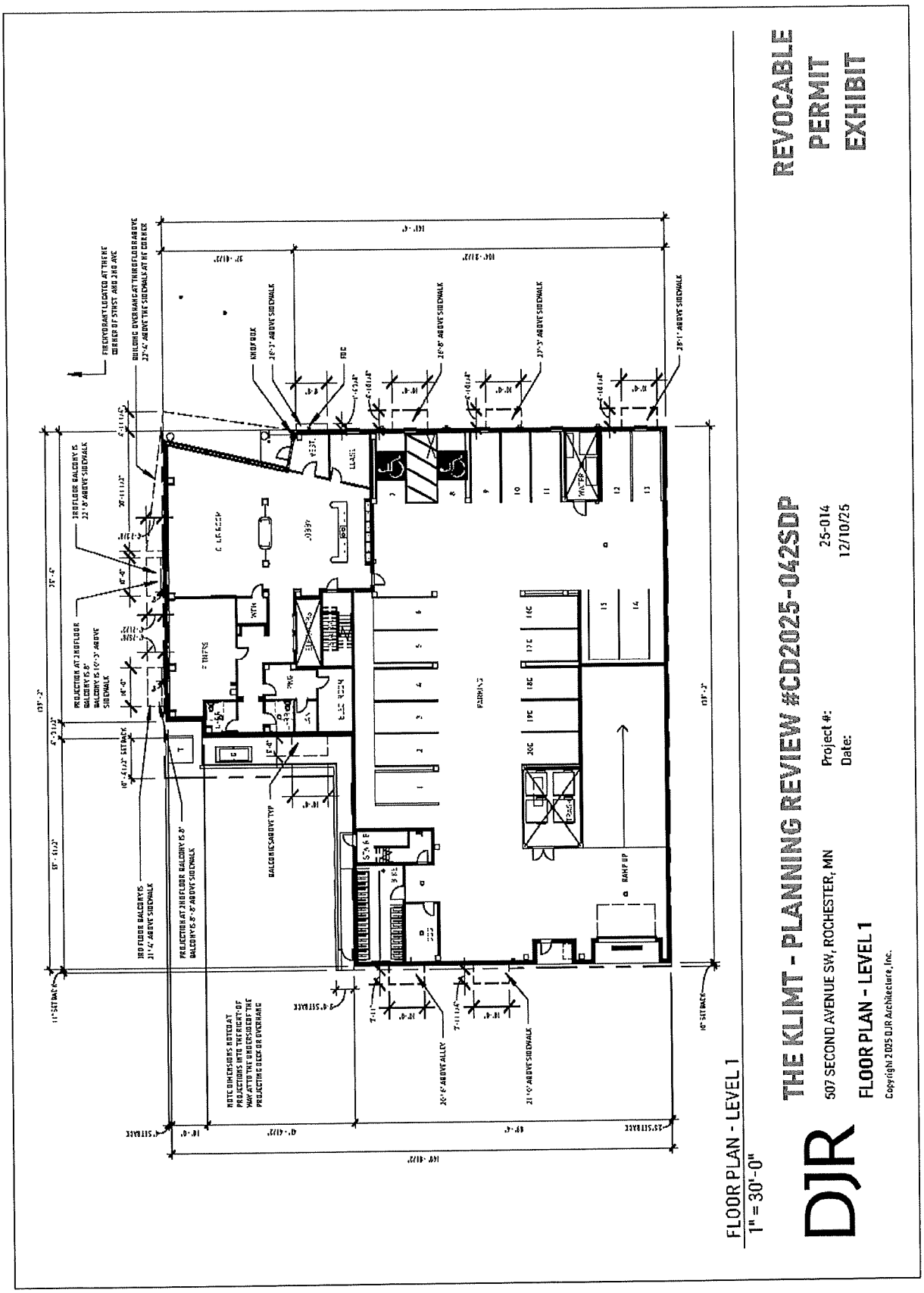

REVOCABLE PERMIT EXHIBIT
THE KLIMT - PLANNING REVIEW #CD2025-042SDP
507 SECOND AVENUE SW, ROCHESTER, MN
Project #: 25-014
Date: 12/10/25
FLOOR PLAN - LEVEL 1
Copyright 2025 DJR Architecture, Inc.
DJR
FLOOR PLAN - LEVEL 1
1" = 30'-0"
PARKING
RAMP UP
BALCONIES ABOVE TYP
3RD FLOOR BALCONYS 21'-6" ABOVE SIDEWALK
PROJECTION AT 3RD FLOOR BALCONY IS 22'-8" ABOVE SIDEWALK
PROJECTION AT 3RD FLOOR BALCONY 15.8' BALCONY IS 19'-3" ABOVE SIDEWALK
PROJECTION AT 3RD FLOOR BALCONY 15.8' BALCONYS 8'-8" ABOVE SIDEWALK
BUILDING OVERHANG AT THIRD FLOOR ABOVE 23'-4" ABOVE THE SIDEWALK AT NE CORNER
FIRE HYDRANT LOCATED AT THE NE CORNER OF 5TH ST AND 2ND AVE
KNOX BOX
FDC
NOTE: DIMENSIONS NOTED AT PROJECTIONS INTO THE RIGHT-OF-WAY ARE THE UNDERSIDE OF THE PROJECTING DECK OR OVERHANG
10' SETBACK
0' SETBACK
25' SETBACK
20'-6" ABOVE ALLEY
21'-0" ABOVE SIDEWALK

EXHIBIT B

RELEASE AND HOLD HARMLESS AGREEMENT

The undersigned do hereby agree to indemnify, hold the City of Rochester harmless, release and to defend the City of Rochester for any and all damages, or from any and all claims or causes of action made by any party, including any takings claims, in any action resulting from the granting of this permit or the placement of the Private Improvements within the public right of way or easement during the term of the Revocable Permit, from the undersigned's use of the City's right-of-way under the grant of authority contained herein or resulting from the City's decision to revoke the Revocable Permit.

DT Roch MF LLC,
a Minnesota limited liability company

By: _____

Its: Chief Manager

STATE OF Minnesota)
) SS
COUNTY OF Hennepin)

On this 15th day of December, 2025, before me, a notary public within and for said county, personally appeared Brenda Quaye, the Chief Manager of **DT Roch MF LLC**, a Minnesota limited liability company, personally known to me to be the person described in the foregoing instrument and acknowledged that he/she/they executed the same as his/her/their free will and on behalf of the limited liability company.

_____
NOTARY PUBLIC

ERIN R SUAREZ
NOTARY PUBLIC - MINNESOTA
MY COMMISSION EXPIRES 01/31/26

EXHIBIT B

ACKNOWLEDGEMENT OF LIMITED LIABILITY COMPANY AUTHORIZATION SIGNATURE

STATE OF Minnesota

COUNTY OF Hennepin

On this 15th day of December, 2025, before me appeared Brenda Quaye (Name of Officer), to me personally known, who being by me duly sworn, did say that he/she is the Chief Manager (Title), of DT Rock MF, LLC (Name of Company), 7803 Glenroy Rd, Suite 104 (Address) Bloomington, MN (City & State), 55439 (Zip Code), a limited liability company, who has indicated the he/she is authorized under the articles of organization or operating agreement to execute the attached instrument for and on behalf of the limited liability company, and that he/she hereby executes said instrument for and on behalf of the limited liability company.

ERIN R SUAREZ
NOTARY PUBLIC - MINNESOTA
MY COMMISSION EXPIRES 01/31/26

Notary Public

County: Hennepin

My Commission Expires: 1/31/26

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Revocable Permit and Agreement with CityView Flats, LLC - Private Sanitary Sewer Service on City Property

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Public Works

AGENDA SECTION:
Consent Agenda

PRESENTER:
Dillon Dombrovski

Action Requested:
Authorizing a revocable permit and agreement ("the agreement") with CityView Flats, LLC for placement of a private sanitary sewer service on City property.

Report Narrative:
CityView Flats, LLC, is the Owner of the property generally described as part of the Northeast Quarter of the Northwest Quarter of Section 5, Township 106 North, Range 13 West, Olmsted County, Minnesota. The Owner plans to construct two multi- family apartment buildings on its property. Due to the topography of the site and limited locations to access the sanitary sewer, the Owner has requested approval to install a portion of the private sanitary service on an adjacent parcel owned by the City - PIN 63.05.22.052981. The Owner will install and maintain the private sanitary at the Owner's own expense, as well as any damage to public facilities. Public Works has reviewed the request and recommends in favor of the revocable permit and agreement ("the agreement"). The agreement includes language for revocation and liability protection for the City and has been executed by the Owner.

Priorities & Foundational Principles:
Inclusive Growth Management
Public Safety

Policy Considerations & DEI Impact:
The permit and agreement with CityView Flats, LLC are a requirement per the Rochester City Code of Ordinances (RCO), Sec. 9-2-5. The City strives to keep its public rights-of-way in a state of good repair and free from unnecessary encumbrances in order to provide for and protect the health, safety, and welfare of its citizens, and to ensure the integrity of its streets and the appropriate use of the public rights-of-way.

Chapter 9-2 of the RCO, Public Right-of-Way Management, imposes reasonable regulation on the placement and maintenance of facilities and equipment currently within the City's rights-of-way. This chapter is intended to complement the regulatory roles of state and federal agencies. Under this chapter, persons using, excavating, and obstructing the rights of way will bear financial responsibility for their work and will be required to maintain, support, protect, or move their facilities.

Prior Legislative Actions & Community Engagement:
This agreement is a stand-alone item. There are no prior actions or community engagement to report at

this time.

Fiscal & Resource Impact:
Public Works collects a document preparation and recording fee of $246 for the preparation and recording of the subject Revocable Permit and Agreement.

Alternative Action(s):
No alternative actions are suggested at this time.

Prepared By:
Jamie Miller

Attachments:
Revocable Permit & Agreement - CityView Flats LLC - Private Service on City Land

Revocable Permit & Agreement Location Map - CityView Flats LLC

REVOCABLE PERMIT AND AGREEMENT

THIS REVOCABLE PERMIT AND AGREEMENT (this "Agreement") is made this 26th day of November, 2025, between the **City of Rochester**, a Minnesota municipal corporation, hereinafter referred to as "City," and **CityView Flats, LLC**, a Minnesota limited liability company, hereinafter referred to as "Owner."

WITNESSETH THAT:

WHEREAS, Owner owns certain real property described as (hereinafter referred to as the "Property")

See attached EXHIBIT A

WHEREAS, City owns certain real property described as (hereinafter referred to as "City Land"):

See attached EXHIBIT B

WHEREAS, Owner plans to construct a multi-family apartment building on the Property, known as Skyline Flats, and hereinafter referred to as the Project. Owner has requested the City's approval to construct and maintain a private sanitary sewer service for the Property, across a portion of the City Land; and,

WHEREAS, the City is willing to grant this Permit upon the terms and conditions contained herein, which terms and conditions apply to Owner, its successors and assigns.

NOW, THEREFORE, IT IS MUTUALLY AGREED by the City and Owner as follows:

1. Subject to full execution of this Agreement, and Owner's full compliance with the terms of this Agreement, the City hereby authorizes Owner to construct the private sanitary sewer service on the City Land. The private sanitary sewer service shall be designed and constructed consistent with the exhibit attached hereto for reference as **EXHIBIT C**.

2. All costs associated with the design, construction, and future maintenance of the private sanitary sewer service shall be the obligation of the Owner.

3. In the event that damage may occur to public facilities as a result of the private sanitary sewer service being located on the City Land, Owner shall make immediate repairs and bear all costs of City ordered repairs.

4. Owner shall restore, to the City's satisfaction, all areas disturbed by work related to the private sanitary sewer service and bear all costs of said restoration.

5. Owner shall ensure that the use of said private sanitary sewer service shall be in accordance with all applicable City codes and other provisions of law, and that proper maintenance of the private sanitary sewer service occurs to minimize the impact on the public's infrastructure.

6. Owner shall hold the City harmless, by insurance coverage or by agreement, and must defend and indemnify the City for any and all damages, or from any and all claims or causes of action made by any party resulting from the Owner' use of the City Land under the grant of authority contained herein or resulting from the City's decision to revoke this Permit.

7. This Permit is for the specific private sanitary sewer service identified and referenced herein. No additional private improvements may be constructed on the City Land without separate approval by the City.

8. Any future maintenance and / or alterations / modifications to the private sanitary sewer service shall be approved by the City and coordinated with the City Public Works Department prior to commencement of work activity.

9. Owner agrees to execute the Release and Hold Harmless Agreement attached hereto as **EXHIBIT D**.

10. This Permit is not intended to be for any specific period of time; however, City agrees that the Permit shall remain in full force and effect for so long as the Project remains on the Property, or the City accommodates Owner relocating the private sanitary service. When the Project is no longer on the Property, the rights of this Permit shall expire without any further action by either party. Owner shall reimburse the City for any costs the City incurs in removing the private sanitary sewer service. Owner shall not receive any prescriptive rights by this grant, nor shall it seek or be entitled to any relocation costs or other damages from the City for future removal of the private sanitary sewer service.

11. By executing this Agreement, Owner acknowledges that it: (a) entered into and executed this Agreement knowingly, voluntarily, and willingly of its own volition with such consultation with legal counsel as it deems appropriate; (b) has had a sufficient amount of time to consider this Agreement's terms and conditions, and to consult an attorney before signing this Agreement; (c) has read this Agreement, understands all of its terms, appreciates the significance of those terms, and has made the decision to accept them as stated herein; and (d) has not relied upon any representation or statement not set forth herein. Both parties wish to avoid any development or administrative delays associated with a legal challenge to any of the terms of this Agreement. As such, both parties agree that they will not challenge the legality of any term or condition found within this Agreement and specifically waives any and all legal objections they may have to any such term or condition. Notwithstanding any provision in this Agreement to the contrary, this clause will survive the termination or expiration of this Agreement.

12. In the event that Owner fails to make payment according to the terms of this Agreement, the City may collect the unpaid amount, plus interest, pursuant to provisions of state law or local ordinances as they may currently exist, be created in the future, and / or as amended from time to time.

13. The parties agree that if any term or provision of this contract is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the contract did not contain the particular term or provision held to be invalid.

14. The rights and obligations of this Agreement shall be deemed to be a covenant binding upon said Property, and shall run with the land, subject to the terms and conditions stated herein.

15. Owner has paid to the City a document preparation and recording fee of $246.00.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed on the day and year first above written.

City of Rochester,
a Minnesota municipal corporation

By: _____ Date: _____, 2026
Kim Norton, Mayor

Attest: _____ Date: _____, 2026
Ann Kasel, City Clerk
Olmsted County, Minnesota,
Ex officio notary public
My term is indeterminate
See Minn. Stat. § 358.15(a)(2)

OWNER:

CityView Flats, LLC,
a Minnesota limited liability company

By: _____

Its: _____

STATE OF Minnesota)
) SS
COUNTY OF Olmsted)

On this 26th day of November, 2025, before me, a notary public within and for said county, personally appeared Marshall B Jackson, the Managing Member of **CityView Flats, LLC**, a Minnesota limited liability company, personally known to me to be the person described in the foregoing instrument and acknowledged that he/she/they executed the same as his/her/their free will and on behalf of the limited liability company.

Lindsey M Sowers
NOTARY PUBLIC

LINDSEY M. SOWERS
NOTARY PUBLIC
MINNESOTA
MY COMMISSION EXPIRES JAN. 31, 2026

THIS INSTRUMENT DRAFTED BY
Rochester Public Works Office
4001 West River Parkway NW, Suite 100
Rochester, Minnesota 55901

EXHIBIT A

That part of the Northeast Quarter of the Northwest Quarter of Section 5, Township 106 North, Range 13 West, Olmsted County, Minnesota, lying North of the plat of Stonebridge, except the North 208.71 feet of the East 208.71 feet of said Northeast Quarter of the Northwest Quarter of said Section 5, Township 106 North, Range 13 West, Olmsted County, Minnesota

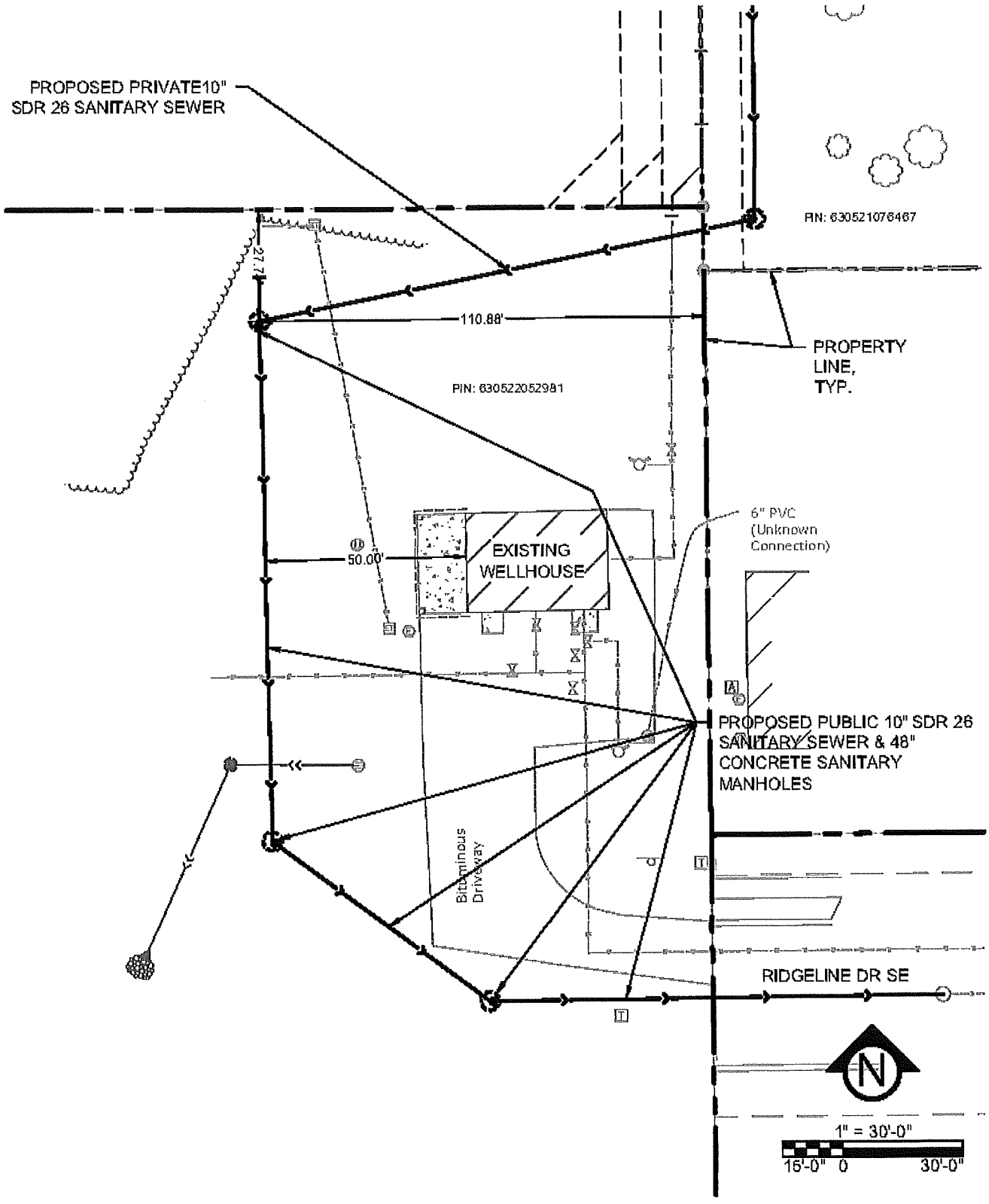
And

The North 208.71 feet of the East 208.71 feet of the Northeast Quarter of the Northwest Quarter of Section 5, Township 106 North, Range 13 West, Olmsted County, Minnesota

EXHIBIT B

The South Half of the Northwest Quarter of the Northwest Quarter, Section 5, Township 106N, Range 13W, and the North Half of the North Half of the Southwest Quarter of the Northwest Quarter, Section 5, Township 106N, Range 13W, all in Olmsted County, Minnesota

EXHIBIT C



55 36TH AVE SE, ROCHESTER, MN 55904	PROPOSED REVOCABLE SANITARY SEWER	SKYLINE FLATS
CivilSite GROUP 5000 Glenwood Avenue Golden Valley, MN 55422 612-615-0060 www.CivilSiteGroup.com		Project Number: 21485.02
		Issue Date: 11/18/2025

EXHIBIT D

RELEASE AND HOLD HARMLESS AGREEMENT

The undersigned do hereby agree to indemnify, hold the City of Rochester harmless, release and to defend the City of Rochester for any and all damages, or from any and all claims or causes of action made by any party, including any takings claims, in any action resulting from the granting of this permit or the placement of the private sanitary sewer service on City Land during the term of the Revocable Permit, from the undersigned's use of the City Land under the grant of authority contained herein or resulting from the City's decision to revoke the Revocable Permit.

CityView Flats, LLC,
a Minnesota limited liability company

By: _____

Its: managing Member

STATE OF Minnesota)
) SS
COUNTY OF Olmsted)

On this 26th day of November, 2025, before me, a notary public within and for said county, personally appeared Marshall B Sidlan, the managing Member of **CityView Flats, LLC**, a Minnesota limited liability company, personally known to me to be the person described in the foregoing instrument and acknowledged that he/she/they executed the same as his/her/their free will and on behalf of the limited liability company.

Lindsey M Sowers
NOTARY PUBLIC

LINDSEY M. SOWERS
NOTARY PUBLIC
MINNESOTA
MY COMMISSION EXPIRES JAN. 31, 2026

ACKNOWLEDGEMENT OF LIMITED LIABILITY COMPANY AUTHORIZATION SIGNATURE

STATE OF Minnesota

COUNTY OF Olmsted

On this 26th day of November, 20 2025, before me appeared Marshall Jackson, to me personally known, who being by me duly
(Name of Officer)

sworn, did say that he/she is the Managing Member, of
(Title)

CityView Flats LLC, 1905 Stevens Ave
(Name of Company), (Address)

Minneapolis, MN, 55403, a limited liability company, who has
(City & State) (Zip Code)

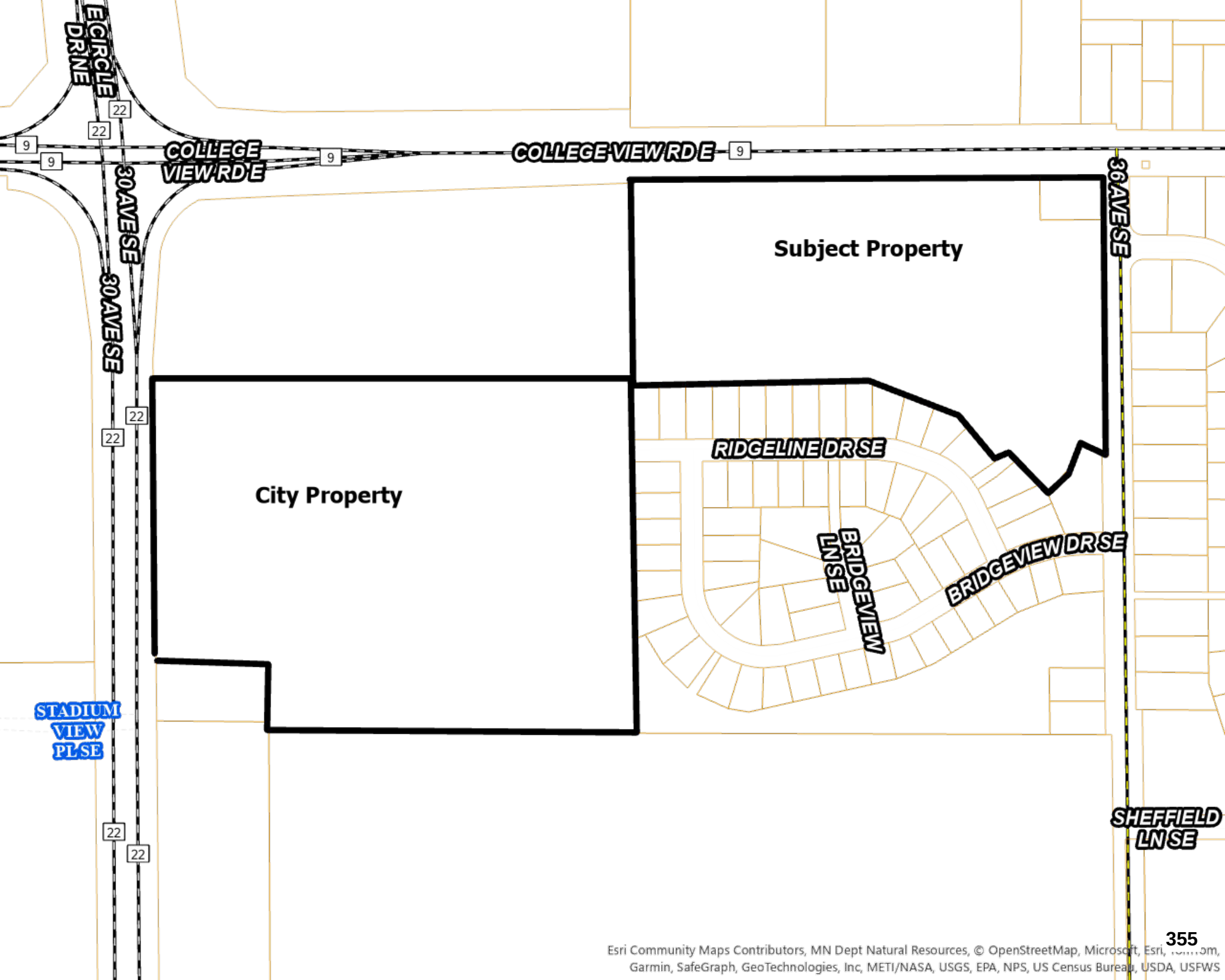
indicated the he/she is authorized under the articles of organization or operating agreement to execute the attached instrument for and on behalf of the limited liability company, and that he/she hereby executes said instrument for and on behalf of the limited liability company.

Lindsey M. Sowers
Notary Public

County: Olmsted

My Commission Expires: 1/31/2026

LINDSEY M. SOWERS
NOTARY PUBLIC
MINNESOTA
MY COMMISSION EXPIRES JAN. 31, 2026



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CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Environmental Assessment Worksheet No. CD2025-004ENV, by Pulte Homes of Minnesota, LLC

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Consent Agenda

PRESENTER:
Elliot Mohler

Action Requested:

Adopting a Resolution accepting and approving a negative declaration of the Environmental Assessment Worksheet (EAW) No. CD2025-004ENV, by Pulte Homes of Minnesota, LLC, for the future development of 300 single-family residential units.

Report Narrative:

Pulte Group, Inc. ("Proposer") is proposing a Del Webb senior residential development that will include 317 single-family detached units, outdoor community gathering spaces, and an amenity center ("Project"). The Project will be developed on approximately 176 acres of land ("Project Site"), which has previously been used for agricultural production. The Project Site is located south of County State Aid Highway (CSAH) 34/Country Club Rd W, west of 45th Ave SW, north of 8th St SW, and east of CSAH 44/60th Ave SW, and is currently in Cascade Township and Rochester Township. The City executed a Joint Powers Agreement with Rochester Township and Cascade Township, designating the City as the Responsible Government Unit (RGU).

The Environmental Assessment Worksheet for the Nigon Development was transmitted to the Environmental Quality Board (EQB) on November 11, 2025. The Community Development Department notified and provided copies of the EAW to the required review agencies prescribed by Minnesota Rules. Physical copies were available to the public and were located at the City Clerk's office, the Public Library, and the Development Services and Infrastructure Center. The EAW was also available online.

On November 18, 2025, the notice of availability was published by the EQB Monitor. The 30-day comment period expired on December 18, 2025. The following comments were received regarding this EAW and are included in the Staff Report.

1. Minnesota Pollution Control Agency
2. Minnesota Department of Natural Resources

As the Responsible Unit of Government (RGU), the City must decide whether the project has the potential for significant environmental effects and compare the impacts that may be expected to occur from the project with four criteria outlined in the rules and whether further environmental review is warranted.

This report acts as a record of the findings of fact made by the City and is a basis for the decision of a negative declaration adopted by the Council. A negative declaration for an EAW is a formal decision by a government agency stating that a proposed project, after review via the EAW process, will not have significant adverse environmental impacts and therefore does not require further analysis through the

Environmental Impact Statement (EIS) process.

Priorities & Foundational Principles:
Responsible Environmental Stewardship

Policy Considerations & DEI Impact:
The project achieves the Comprehensive core principles of Maintaining a Commitment to Health, Wellness, and the Environment and Championing Social Equity and Environmental Justice. The City must make conscious decisions to ensure fiscally and environmentally sustainable growth by following best management practices. Environmental reviews, such as the Environmental Assessment Worksheet, are critical strategies that help promote clean air and water in our community. Furthermore, these reviews help the City to further its commitment to environmental justice and the overall health of the community.

Prior Legislative Actions & Community Engagement:
August 13, 2025: Planning Commission - Forwarded a recommendation approving Growth Management Map Amendment No. CD2025-002GMMA, Comprehensive Plan Amendment No. CD2025-003CPA, and Annexation Petition No. CD2025-004ANX
September 8, 2025: Council - Adopted Resolutions approving Growth Management Map Amendment No. CD2025-002GMMA, Comprehensive Plan Amendment No. CD2025-003CPA, and Annexation Petition No. CD2025-004ANX
September 29, 2025: City Teammates - Approved General Development Plan No. CD2025-003GDP
November 4, 2025: Environmental Quality Board - Environmental Assessment Worksheet submitted to the EQB Monitor
November 11, 2025: Environmental Quality Board - Environmental Assessment Worksheet published in the EQB Monitor
November 11, 2025: Environmental Quality Board - Required 30-day public comment period begins.
December 10, 2025: Planning Commission - Adopted a Resolution approving Shoreland Protection Permit No. CD2025-001SPP
December 10, 2025: Planning Commission - Forwarded a recommendation approving Major Land Subdivision No. CD2025-042PLAT

Fiscal & Resource Impact:
All development costs will be the responsibility of the developer and will be outlined in a development agreement and/or City-Owner contract.

Alternative Action(s):
There are no alternative actions recommended at this time.

Prepared By:
Elliot Mohler

Attachments:
Community Development Memo - CD2025-004ENV Nigon Development

Site Location Map - CD2025-004ENV Nigon Development

Environmental Assessment Worksheet - CD2025-004ENV Nigon Development

Findings of Fact and Response to Comments - CD2025-004ENV Nigon Development

Resolution - CD2025-004ENV Nigon Development

ROCHESTER COMMUNITY DEVELOPMENT

City of Rochester, Minnesota
4001 W River Parkway NW, Suite 100
Rochester, MN 55901-7090

Phone: 507-328-2600
Fax: 507-328-2401
Email: CommunityDevelopment@rochestermn.gov

ROCHESTER CITY COUNCIL — January 5, 2026

Prepared by: Rochester Community Development

Request: Environmental Assessment Worksheet (EAW) CD2025-004ENV for the Nigon Development for the development of approximately 300 single-family residential homes.

Location: The site is located in Sections 5 and 6 of Township 106N, Range 14W, and Section 32, Township 17N, Range 14W.

Owners: Ralph & Agnes Nigon Family Farm LLC; Bernard Nigon

Consultant: SHC

COUNCIL SUMMARY

Application Type: Environmental Assessment Worksheet (EAW)

What is considered: An EAW is a document designed to provide a brief analysis and overview of the potential environmental impacts of a specific project and consists of a standard list of 31 questions. Minnesota Rules 4410.0200 – 4410.7900 specify the types of projects that require a mandatory Environmental Assessment Worksheet. The intent of the environmental review program is to identify early the potential impacts of a project.

Minnesota Rules assign the responsibility of the EAW preparation and determination of adequacy to the local unit of government which is charged with the responsibility to approve or deny permits for the project to proceed. The Council is the Responsible Governmental Unit (RGU). The RGU shall coordinate the necessary issuing of notices and receive public input on the project to determine if an EAW is sufficient to measure the environmental impact of the project or whether a more in-depth Environmental Impact Statement (EIS) should be required.

The Development Review Team supports the approval of CD2024-001EAW and recommends the Council adopt a formal resolution to determine that an Environmental Impact Statement is not needed for this development.

Approval Body: Rochester City Council

Development Review Team Recommendation: Approval

SUMMARY AND BACKGROUND INFORMATION

Pulte Group, Inc. (“Proposer”) is proposing a Del Webb senior residential development that will include 317 single-family detached units, outdoor community gathering spaces, and an amenity center (“Project”). The Project will be developed on approximately 176 acres of land (“Project Site”), which has previously been used for agricultural production. The Project Site is located south of County State Aid Highway (CSAH) 34/Country Club Rd W, west of 45th Ave SW, north of 8th St SW, and east of CSAH 44/60th Ave SW, and is currently in Cascade Township and Rochester Township. The City of Rochester

executed a Joint Powers Agreement with Rochester Township and Cascade Township, designating the City of Rochester as the Responsible Government Unit (RGU).

The Environmental Assessment Worksheet for the Nigon Development was transmitted to the Environmental Quality Board (EQB) on November 11, 2025. The Community Development Department notified and provided copies of the EAW to the required review agencies prescribed by Minnesota Rules. Physical copies were available to the public and were located at the City Clerk's office, the Public Library, and the Development Services and Infrastructure Center. The EAW was also available online.

On November 18, 2025, the notice of availability was published by the EQB Monitor. The 30-day comment period expired on December 18, 2025. The following comments were received regarding this EAW and are included in the Staff Report.

1. Minnesota Pollution Control Agency
2. Minnesota Department of Natural Resources

As the Responsible Unit of Government (RGU), the City of Rochester must decide whether the project has the potential for significant environmental effects and compare the impacts that may be expected to occur from the project with four criteria outlined in the rules (and listed below) and whether further environmental review is warranted.

This report acts as a record of the findings of fact made by the City and is a basis for the decision of a positive or negative declaration adopted by the City Council. If a negative declaration is made on the need for an EIS, then the City must notify all persons or agencies that originally received copies of the EAW. The Environmental Quality Board shall publish the decision in the EQB Monitor.

If a positive declaration is made, meaning an EIS must be prepared, then it should include the scope of what specific issues must be addressed in the EIS. A positive declaration shall also include the time, date, and location of the public meeting to discuss the scope of the EIS.

ENVIRONMENTAL ASSESSMENT WORKSHEET REVIEW CRITERIA

In deciding whether or not a project has the potential for significant environmental effects, the City must consider the following factors as outlined in Minnesota Rules 4410.1700 subpart 7:

A. Type, extent, and reversibility of environmental effects;

B. Cumulative potential effects. The RGU shall consider the following factors: whether viewed in connection with other contributions to the cumulative potential effect; the degree to which the project complies with approved mitigation measures specifically designed to address the cumulative potential effect; and the efforts of the proper to minimize the contributions from the project;

C. The extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority. The RGU may rely only on mitigation measures that are specific and that can be reasonably expected to effectively mitigate the identified environmental impacts of the project; and

D. The extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proper, including other EISs.

FINDINGS OF FACT

The attached document titled Nigon Development Findings of Fact and Conclusions was provided to the Community Development Department by the project's consultant, SHC, and was reviewed by City teammates for accuracy and completeness. This document provides a complete list of comment responses and responses to the criteria lists in Minnesota Rules 4410.1700 subpart 7, as noted above.

Based on the Environmental Assessment Worksheet and related documentation for the Nigon Development EAW, the City Council (RGU) makes the following conclusions for this environmental review:

1. The Environmental Assessment Worksheet and related documentation for the Nigon Development project were prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minnesota Rules, parts 4410.1000 to 4410.1700. All requirements for the environmental review of the proposed project have been met.

2. The EAW has generated information that is adequate to determine whether the project has the potential for significant environmental effects.

3. Based on the criteria in Minnesota Rules, part 4410.1700, the project **does not** have the potential for significant environmental effects.

4. The RGU makes a Negative Declaration and does not require the preparation of an Environmental Impact Statement (EIS).

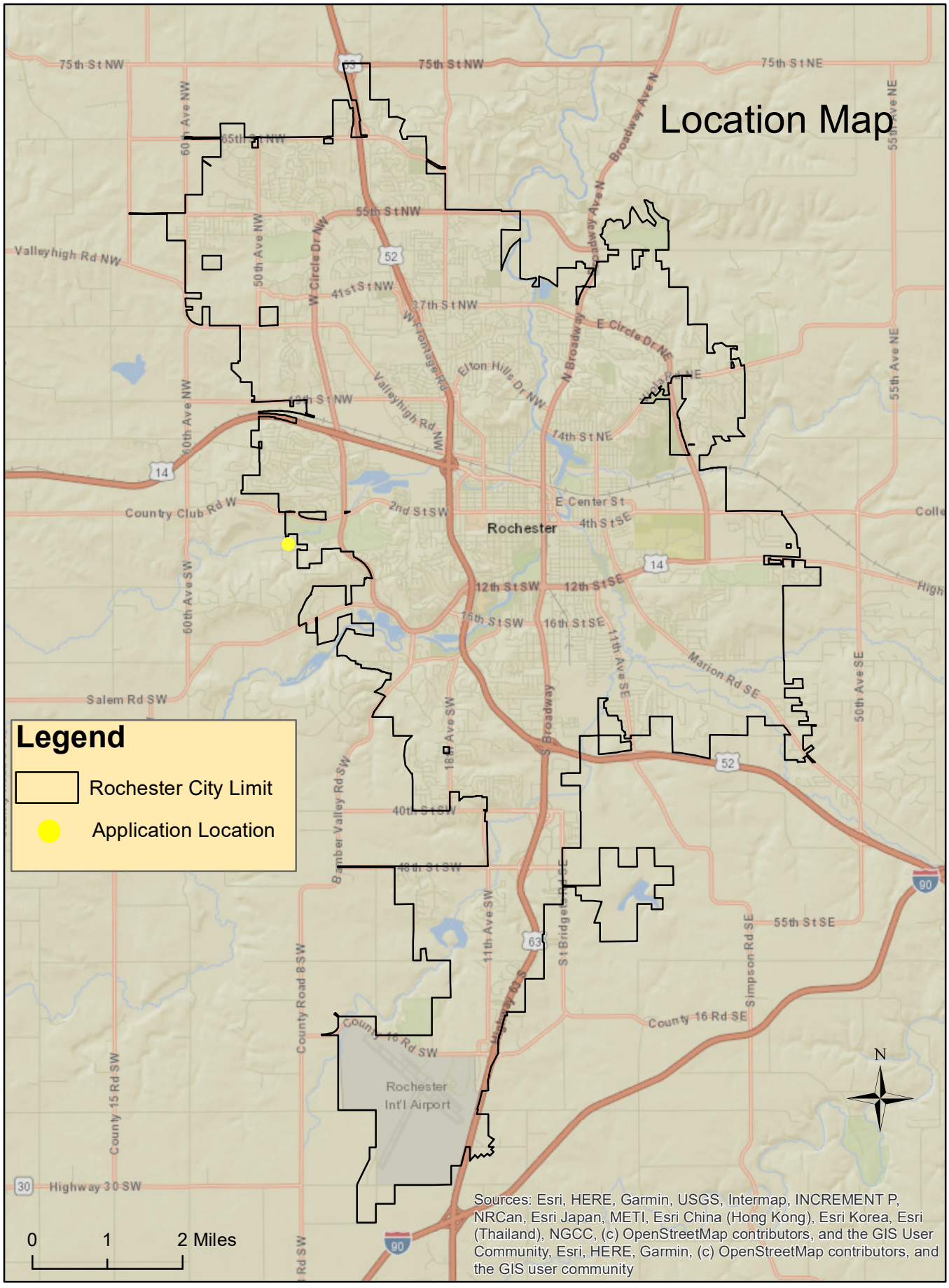
STAFF RECOMMENDATION

The Development Review Team recommends Council accept and approve the findings of fact of the Environmental Assessment Worksheet (EAW) as submitted.

By accepting and approving the EAW through the Consent Agenda, the Council agrees with the findings of the EAW as submitted and does not find that an Environmental Impact Statement (EIS) is required.

ATTACHMENTS

1. Site Location Map
2. Environmental Assessment Worksheet
3. Agency Comments
4. Findings of Fact and Conclusions
5. Resolution


Location Map
Legend
Rochester City Limit
Application Location
Rochester
Rochester Int'l Airport
75th St NW
75th St NE
55th St NW
55th St SE
Valleyhigh Rd NW
41st St NW
37th St NW
14th St NW
14th St NE
E Center St
2nd St SW
4th St SE
12th St SW
12th St SE
16th St SW
16th St SE
40th St SW
48th St SW
Country Club Rd W
Salem Rd SW
Marion Rd SE
County 16 Rd SW
County 16 Rd SE
Highway 30 SW
60th Ave NW
60th Ave SW
50th Ave NW
55th Ave NE
50th Ave SE
W Circle Dr NW
E Circle Dr NE
N Broadway
S Broadway
Broadway Ave N
W Frontage Rd
Elton Hills Dr NW
Valleyhigh Rd NW
18th Ave SW
11th Ave SW
11th Ave SE
Bamber Valley Rd SW
St Bridget Rd SE
Simpson Rd SE
County Road 8 SW
County 15 Rd SW
Highway 63 S
52
14
63
90
30
N
0
1
2 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

ENVIRONMENTAL ASSESSMENT WORKSHEET

Project: Nigon Development

Location: Rochester, MN

December 19, 2025

Prepared for:

CITY OF ROCHESTER MINNESOTA

Prepared by:

SHC

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Appendix E: Wetland Delineation Report

Appendix F: Phase I Environmental Site Assessment

Appendix G: Phase II Environmental Site Assessment

Appendix H: Greenhouse Gas (GHG) Calculator Analysis

Appendix I: Traffic Impact Study

Note: Appendices include executive summaries or report text only. Full reports with attachments are available upon request.

ENVIRONMENTAL ASSESSMENT WORKSHEET

This most recent Environmental Assessment Worksheet (EAW) form and guidance documents are available at the Environmental Quality Board's website at**:** https://www.eqb.state.mn.us/ The EAW form provides information about a project that may have the potential for significant environmental effects. Guidance documents provide additional detail and links to resources for completing the EAW form.

Cumulative potential effects can either be addressed under each applicable EAW Item or can be addressed collectively under EAW Item 21.

Note to reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation and the need for an EIS.

1. Project Title

Nigon Development

2. Proposer

Contact Person:	Dean Lotter
Title:	Director of Land Planning & Entitlement, Pulte Group, Inc.
Address:	1650 W 82nd St., Suite 300
City, State, ZIP	Bloomington, MN 55431
Phone:	952-219-9082
Email:	Dean.Lotter@pultegroup.com

3. RGU

Contact Person:	Elliot Mohler
Title:	Planner, City of Rochester
Address:	4001 W River Parkway
City, State, ZIP	Rochester, MN 55902
Phone:	507-328-2941
Email:	emohler@rochestermn.gov

4. Reason for EAW Preparation

Required:

- ☐ EIS Scoping
- ✓ Mandatory EAW

Discretionary:

- ☐ Citizen Petition
- ☐ RGU discretion
- ☐ Proposer Initiated

If EAW or EIS is mandatory give EQB rule category subpart number(s) and name(s):

EAW, Minnesota Rules 4410.4300, Subp. 19(D). Residential development.

5. Project Location

County:	Olmsted County
City/Township:	Cascade Township, Rochester Township (to be annexed into City of Rochester)
PLS Location:	Township 106N, Range 14W, Sections 5 and 6 Township 107N, Range 14W, Section 32
Watershed (81 major watershed scale):	Zumbro River Watershed
GPS Coordinates:	44.018352, -92.537717
Tax Parcel Number:	640522041608, 640611084153 (partial), 743233081149 (partial)
	See Appendix A, Figure 1: Project Location and Figure 2: USGS Quad Map

6. Project Description

a. Provide the brief project summary to be published in the *EQB Monitor*, (approximately 50 words).

The proposed project is a residential development in Cascade and Rochester townships, Minnesota, on property proposed to be annexed into the City of Rochester. The development will be built on approximately 176 acres and will be developed with 317 single-family detached units, stormwater management areas, curvilinear roads, and open spaces.

The Rochester City Council approved the annexation of 120 of the 176 acres into the Rochester city limits on September 8, 2025. The City of Rochester has been coordinating with Cascade and Rochester townships to execute Joint Powers Agreements (JPAs) for administration of the EAW. These JPAs will delegate authority to the City of Rochester to lead the EAW process while keeping the townships closely involved and informed.

b. Give a complete description of the proposed project and related new construction, including infrastructure needs. If the project is an expansion include a description of the existing facility. Emphasize: 1) construction, operation methods and features that will cause physical manipulation of the environment or will produce waste, 2) modifications to existing equipmentor industrial processes, 3) significant demolition, removal or remodeling of existing structures, and 4) timing and duration of construction activities.

Pulte Group, Inc. ("Proposer") is proposing a Del Webb senior residential development that will include 317 single-family detached units, outdoor community gathering spaces, and an amenity center ("Project"). The Project will be developed on approximately 176 acres of land ("Project Site") which has previously been used for agricultural production. The Project Site is located south of County State Aid Highway (CSAH) 34/Country Club Rd SW, west of 45th Ave SW, north of 8th St SW, and east of CSAH 44/60th Ave SW, and is currently in Cascade Township and Rochester Township, immediately west of the City of Rochester limits. The Project Site is planned to be annexed into the City of Rochester. The Project Site generally slopes toward Cascade Creek, with steeper slopes on the northern portion of the site. There are delineated wetlands on the site.

The portion of the Project north of Cascade Creek is planned to be developed first, following annexation of the property from Cascade and Rochester Townships. The southern portion of the site will be developed later, following a subsequent annexation from Rochester Township approximately 12 months later. Water and sanitary sewer systems will be extended to serve the Project Site.

Existing Property

The 176-acre Project Site includes existing Olmsted County parcel 640522041608 and parts of Olmsted County Parcels 640611084153 and 743233081149 located at 4700 Country Club Rd W and previously owned by the Ralph & Agnew Nigon Family Farm LLC. Parcel 743233081149 is developed with a machine shed, a north hay shed, and pastureland. Parcel 640522041608 is developed with a south hay shed, granary, lean-to, two silos, a feedlot, a feed bunk conveyor, and cultivated agricultural land with Cascade Creek traversing in an east-west orientation through the south portion of the parcel. Parcel 640611084153 is cultivated land with Cascade Creek traversing in an east-west orientation through the south portion of the parcel. The Project Site is currently bound to the north and south by residential development; to the east by Homeward Bound Animal Clinic, Med City Electric, and vacant land; and to the west by cultivated agricultural land and woods.

General Development Plan

Appendix A, Figure 3 Concept Plan shows the extent of the Project and includes both phases of development. The Project includes 317 single-family detached residential units including lots ranging from 44-foot-wide garden lots (120 units), 50-foot-wide classic lots (135 units), and 64-foot-wide estate lots (62 units).

The Concept Plan includes more than 50 acres of open space including parks, wetland areas, stormwater management, and floodplain areas. A development summary is provided in Table 1.

Table 1. Nigon Property Summary Yield and Description

Use	Area/Lot Size (Acres)	# of Lots/Units	Est./Avg. SF	Est. Impervious Surface	Estimated Open Space	Description
Single-family detached residential	110 acres	317 units	4,791,600	30-40%	60-70%	317 single family lots, stormwater management
Cascade Creek	46 acres	-	2,003,760	0%	100%	Cascade Creek floodway and associated floodplain
Right-of-way	20 acres	-	871,200	75%	25%	Right-of way connecting development to 45th Ave SW and 8th St SW

Infrastructure and Project Area Improvements

The Project includes the following improvements:

Demolition, Grading, and Utilities

The existing farm structures will be removed as part of the site development process. Mass rough grading and grading of stormwater management facilities will be completed across the site. Watermain and sanitary sewer trunk lines will be extended from the east to serve the development.

There is an existing 15-inch trunk sewer line that is proposed to be extended west, generally following the creek alignment. There is an existing 8-inch watermain stub at the north side of the intersection of Country Club Rd SW and 45th Ave SW, and an existing 12-inch watermain at the southwest corner of County Club Rd SW and CSAH 22/W Circle Drive. Both watermains will be extended to provide service to the development.

Road Improvements

Primary access to the development will be from 45th Ave SW. The first phase of development will construct a street from 45th Ave SW through the northern portion of the Project Site and adjacent local streets with cul-de-sacs. The street will terminate at the west property boundary with a cul-de-sac. A private drive will extend west from the cul-de-sac to serve a remaining Nigon Family farm parcel. Curvilinear roadways and cul-de-sacs will be constructed as shown in the Concept Plan. Streets will include sidewalk on both sides. The second phase of development will construct a second street and bridge spanning the realigned Cascade Creek, connecting to a secondary development access at 8th St SW.

Stormwater Management

The stormwater management system will include the installation of curb and gutter, catch basins, and storm sewer pipes throughout the Project Site which will connect to multiple stormwater ponds in series. Compensatory storage areas will be required to compensate for fill of the floodplain. The stormwater ponds will be designed to meet all City requirements for rate and quality control. Due to existing soils and the proximity of the water table, infiltration is not feasible on the Project Site.

During site construction, erosion and sediment controls (such as silt fence, inlet protection, etc.) will be installed and maintained per the Stormwater Pollution Prevention Plan (SWPPP) and NPDES Construction Stormwater Permit requirements.

An anticipated project schedule is provided in Table 2.

Table 2. Anticipated Project Schedule Summary

Phase	Anticipated Date	Activity
Phase I	Spring 2026	Site mass grading on north portion of property. Public and private utilities installed concurrent with road construction. Buildout of single-family residential units on north side of Cascade Creek.
Phase II	Spring/summer 2027	Site mass graded on south portion of property. Public and private utilities installed concurrent with road construction. Buildout of single-family residential units on south side of Cascade Creek.

c. Project magnitude:

The project magnitude is summarized in Table 3.

Table 3. Project Magnitude

Description	Size (approximate)
Total Project Acreage	176 acres
Linear project length	N/A

Description	Size (approximate)
Number and type of residential units	317 single-family detached units
Residential building area (in square feet)	110 acres
Commercial building area (in square feet)	N/A
Industrial building area (in square feet)	N/A
Institutional building area (in square feet)	N/A
Other uses – specify (in square feet)	20 acres – right-of-way 46 acres – open space, stormwater, buffer, floodplain, and wetlands
Structure height(s)	Maximum 35'

d. Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.

The purpose of the Project is to develop a new residential neighborhood with single-family detached homes for the population aged 55+. Rochester has grown to become the third largest city in Minnesota and the largest city in the state outside of the Twin Cities. Housing in Rochester and surrounding communities has not kept pace with the projected demand, and there is a need for a variety of housing options. According to the City of Rochester's Comprehensive Plan 2040, *Planning 2 Succeed (P2S),*[1] Rochester expects to add 55,000 new residents and 50,000 new jobs by 2040, necessitating 24,000 new housing units. Ongoing investments in the Mayo Clinic are primarily what is driving the growth.

Per the P2S Comprehensive Plan, by 2040, nearly 1 in 3 residents will be over the age of 60. With an increasing senior population, it is anticipated that a larger share of this population will look for housing options outside of traditional single-family housing developments.

e. Are future stages of this development including development on any other property planned or likely to happen?

☐ Yes
✓ No

If yes, briefly describe future stages, relationship to present project, timeline and plans for environmental review.

f. Is this project a subsequent stage of an earlier project?

☐ Yes
✓ No

If yes, briefly describe the past development, timeline and any past environmental review.

7. Climate Adaptation and Resilience

a. Describe the climate trends in the general location of the project (see guidance: *Climate Adaptation and Resilience*) and how climate change is anticipated to affect that location during the life of the project.

Present and anticipated future shifts in Minnesota's climate include greater intensity rainfall events, increased instances of localized flooding, more frequent freeze/thaw cycles, diminished

[1] "Planning 2 Succeed (P2S), Rochester Comprehensive Plan 2040," City of Rochester, MN, April 2018, https://www.rochestermn.gov/home/showpublisheddocument/24222/636903969909230000

snow cover, extreme heat, drought, and associated infrastructure damage and safety hazards. The following assesses climate trends as they pertain to the Project Site.

Temperature Trends

The Project Site is situated in the Zumbro River major watershed. Per the Minnesota Climate Explorer tool[2], the average annual temperature (1895-2024) has trended upward by approximately 0.19°F/decade within the Major Watershed District (Figure 4).

The average annual temperature in 2024 was 48.5°F in the Major Watershed which is higher than the average since 1895. Climate models generally predict an increase in average temperature, with average annual temperature ranges from 15.96°F to 68.58°F during mid-century (2040-2059) (Figure 5). The Minnesota Department of Natural Resources State Climatology Office also anticipates warming winters, a continued increase in the frequency and magnitude of extreme rainfall events, and an increase in the severity, coverage, and duration of heat waves through the end of this century.

Precipitation Trends

Per the Minnesota Climate Explorer tool, the average annual precipitation for the Zumbro River major watershed has trended upward by approximately 0.57 inches/decade (1895-2024). The annual rainfall in 2024 was 38.6 inches, which is higher than the average since 1895 (Figure 6). Climate models generally predict an increase in average annual precipitation with ranges from 16.3 inches to 67.2 inches during mid-century (2040-2059) (Figure 7). The Minnesota Department of Natural Resources State Climatology Office also anticipates warming winters, a continued increase in the frequency and magnitude of extreme rainfall events, and an increase in the severity, coverage and duration of heat waves through the end of this century.

b. For each Resource Category in the table below: Describe how the project's proposed activities and how the project's design will interact with those climate trends. Describe proposed adaptations to address the project effects identified.

Table 4. Project Resource Category and Climate Trend Interaction

Resource Category	Climate Considerations	Project Information	Adaptations
Project Design	Increase of extreme rainfall and severe thunderstorms or other weather events	The Project will increase the amount of impervious surface cover which may contribute to greater heat island effects and stormwater runoff and/or flooding. The Project is being designed to avoid any grading or construction work in the floodway of the realigned Cascade Creek.	The Project's design will provide effective drainage for the site while capturing and treating stormwater runoff in a manner consistent with local (City and County), state, and federal standards.

[2] "Minnesota Climate Explorer," MN DNR, accessed July 15, 2025, https://arcgis.dnr.state.mn.us/climateexplorer/main/historical

Resource Category	Climate Considerations	Project Information	Adaptations
Land Use	Extreme rainfall and severe thunderstorms or other weather events could impact land use.	The Project will increase the amount of impervious surface coverage within the project area which may contribute to greater heat island effects and stormwater runoff and/or flooding. The Project will reserve approximately 46 acres of open space including ponding, wetlands, floodplain, and buffer area.	The Project's design will provide effective drainage for the site while capturing and treating stormwater runoff in a manner consistent with local (City and County), state, and federal standards.
Water Resources	Addressed in item 12	Addressed in item 12	Addressed in item 12
Contamination/ Hazardous Materials/Wastes	Increased precipitation may lead to greater erosion of exposed soils and higher volumes of contact water needing collection and treatment. Reduced air quality may be due to temperature inversions and wildfires.	The Project will follow the sediment control requirements of the NPDES permit and satisfy the water quality requirements of the City and Watershed.	The Project will implement a Stormwater Pollution Prevention Plan (SWPPP) during construction. The permanent best management practices on site will comply with the water quality requirements of the City and County.
Fish, wildlife, plant communities, and sensitive ecological resources (rare features)	Addressed in item 14.	Addressed in item 14.	Addressed in item 14.

8. Cover types

Estimate the acreage of the site with each of the following cover types before and after development:

Table 5. Cover Types, Before and After

Cover Types	Before(acres)*	After (acres)**
11 – 25% Impervious	1.1	
26 – 50% Impervious	0.2	
Agricultural land	147.4	
Forest	7.2	

Cover Types	Before(acres)*	After (acres)**
Tall grasses	4.3	
Dry tall grasses	15.8	
Green/Open space (pervious)		119.1
Impervious surface		28.8
Stormwater pond		14.6
Compensatory flood storage		13.9
TOTAL	**176.4**	**176.4**

* Source: Minnesota Department of Natural Resources. Minnesota Land Cover Classification System. Available at https://gisdata.mn.gov/dataset/biota-landcover-mlccs. See Figure 11 for map of existing cover types.
** Approximated based on Concept Plan. Maximum allowable 25% impervious area for lots within the shoreland district.

Table 6. Tree Canopy, Before and After

Trees	Tree Canopy % / Number of Trees
Percent tree canopy removed or number of mature trees removed during development*	Approximately 40%
Number of new trees planted**	302 trees

*Current tree canopy is approximately 3.9% of site area. **Per City of Rochester Unified Development Code Section 60.400.060[3], approximate minimum boulevard trees based on tree spacing of 50 feet **along** lot frontage.

9. Permits and approvals required

List all known local, state and federal permits, approvals, certifications and financial assistance for the project. Include modifications of any existing permits, governmental review of plans and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing and infrastructure. *All of these final decisions are prohibited until all appropriate environmental review has been completed. See Minnesota Rules, Chapter 4410.3100.*

Table 7. Permits and Approvals

Unit of Government	Type of Application	Status
Federal		
US Army Corps of Engineers (USACE)	Section 404 Clean Waters Act – Wetland Permit	To be applied for, if required
	MPCA 401 Certification, if required	
State		
Minnesota Pollution Control Agency (MPCA)	National Pollutant Discharge Elimination System (NPDES) Stormwater Construction Permit	To be applied for
	Sanitary Sewer Extension Permit	To be applied for
	Stormwater Pollution Prevention Plan (SWPPP)	To be applied for

[3] "Unified Development Code," Rochester Community Development, November 4, 2024, https://www.rochestermn.gov/home/showpublisheddocument/36333/638695059544470000

Minnesota Department of Natural Resources (DNR)	MN Natural Heritage Database Review	Complete
	Dewatering permit	To be applied for, if needed
	Public Waters Work Permit	To be applied for, if needed
Minnesota Department of Health (MDH)	Water main plan review and water supply connection	To be applied for
	Well abandonment	To be applied for
Local		
City of Rochester	Preliminary and Final Plat	To be applied for
	Driveway permits	To be applied for
	Road/access permits	To be applied for
	Sign permits	To be applied for
Olmsted County	Wetland Conservation Act	To be applied for
	SWPPP	To be applied for
	Building permits	To be applied for
	HVAC, plumbing, electrical permits	To be applied for

Cumulative potential effects may be considered and addressed in response to individual EAW Item Nos.10-20, or the RGU can address all cumulative potential effects in response to EAW Item No.22. If addressing cumulative effect under individual items, make sure to include information requested in EAW Item No. 21.

10. Land use

a. Describe:
   i. Existing land use of the site as well as areas adjacent to and near the site, including parks and open space, cemeteries, trails, prime or unique farmlands.

The Project Site has predominantly been used for agricultural production and cultivation for the past several decades.

The Project Site is currently bound to the north and south by residential development. Land use designations are described in the City's P2S Comprehensive Plan and Olmsted County's General Land Use Plan.[4] The Rochester City Council approved a Growth Management Map Amendment (GMMA) to amend the Project Site from "Urban Reserve Beyond 2050" to "Near Term Urban Expansion" on September 8, 2025. Concurrent with the GMMA, the City Council approved a Comprehensive Plan Amendment (CPA) to amend the land use designation from "Urban Reserve" to "Low Density Residential".

Table 8 describes the future land use designations of the Project Site and adjacent

[4] "Olmsted County General Land Use Plan," Olmsted County Planning Department, August 16, 2022, https://www.olmstedcounty.gov/sites/default/files/2023-01/GLUP2045Final.pdf

properties. Table 9 describes the zoning of the Project Site and adjacent properties.

Table 8. Future Land Use Designations

Area	Land Use Designation
Project Site	Low Density Residential
North	Low Density Residential
South	Suburban Development (township)
East	Medium Density Residential, Low Density Residential, Suburban Development (township)
West	Suburban Development (township), Resource Protection (township_

Sources: P2S Comprehensive Plan, Olmsted County General Land Use Plan

Table 9. Zoning

Area	Zoning
Project Site	A3 Agriculture (township)
North	A3 Agriculture (township), R-2 Single Family Small Lot
South	R-1 Single Family (township), RA Rural Residential (township)
East	MX-S Mixed Use Street Oriented, R-3 Medium Density Residential, R-2 Single Family Small Lot, R-1 Single Family (township)
West	A3 Agriculture (township), RA Rural Residential (township)

Sources: P2S Comprehensive Plan, Olmsted County General Land Use Plan

Within one mile of the Project Site, there are several City parks including Manor Lakes Park, Bamber Valley Estates Park, Manor Park, and Judd Park. There is a striped shoulder along Country Club Rd W, and along and east of West Circle Drive SW there are off-street, paved trails. There are no nearby cemeteries. The Project Site is not within or adjacent to any Wildlife Management Areas (WMA), Waterfowl Production Areas (WPA), or National Wildlife Refuges (NWR).[5]

Approximately 128 acres or 72% of the Project Site is prime farmland or prime farmland if drained and either protected from flooding or not frequently flooded during the growing season. Prime Farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses.

ii. Plans. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.

A CPA was approved by the Rochester City Council to amend the land use designation of the Project Site from Urban Reserve to Low Density Residential (Figure 8).

As outlined in its Comprehensive Plan, the City of Rochester anticipates its population to increase by approximately 55,000 people to 165,000 between 2018 and 2040. The Project Site was within the Urban Reserve Area – Expected Growth Beyond 2050 per the Comprehensive Plan. The Urban Reserve Area defines those areas most suitable for urbanization beyond the Urban Expansion area. A GMMA was approved by the Rochester

[5] "Minnesota Natural Resource Atlas," Natural Resources Research Institute, accessed July 15, 2025, https://mnatlas.org/gis-tool/?id=k_0047

City Council to amend the Project Site from Urban Reserve to Near Term Urban Expansion in the map (Figure 9).

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

The Project Site will be annexed into the City of Rochester from Cascade Township and Rochester Township in two separate annexation petitions. After annexation, the City of Rochester will be responsible for administering zoning and land use. Joint Powers Agreements (JPAs) with the townships will delegate authority to the City of Rochester to lead the EAW process while keeping the townships closely involved and informed. An Annexation Petition for the northernmost 120 acres of the Project Site was approved by the Rochester City Council on September 8, 2025.

Following the CPA discussed above, the property will be rezoned to R-2, Low Density Small Lot. Per the City of Rochester's Unified Development Code, the R-2 district is intended to maintain and promote areas with a mixture of residential dwelling types that are an overall low-density.

Creek Realignment Impacts

Cascade Creek runs from west to east through the Project Site. The Minnesota Department of Natural Resources (DNR) will be undertaking a project to realign the creek to be more meandering through the Project Site to create greater upland storage and improve water quality. The Concept Plan reflects a design based on floodplain limits established by the current FEMA Letter of Map Revision (LOMR).[6] When creek realignment occurs, the City of Rochester may model the updated floodplain limits and file a new LOMR. The development's phasing and layout will be coordinated with the creek realignment project.

There are no wild and scenic rivers or other critical areas in or near the Project Site.

The Project Site is not enrolled in the Agricultural Preserves program.

iv. If any critical facilities (i.e. facilities necessary for public health and safety, those storing hazardous materials, or those with housing occupants who may be insufficiently mobile) are proposed in floodplain areas and other areas identified as at risk for localized flooding, describe the risk potential considering changing precipitation and event intensity.

The Project is designed so that all development activities are outside of the designated floodplain of the realigned Cascade Creek based on current FEMA mapping. A LOMR may be prepared to establish new floodway, floodplain, and fringe floodplain limits associated with the realignment of Cascade Creek west of 45th Ave SW. Depending on timing of the Project with respect to Cascade Creek realignment, all Project development activities are proposed to take place outside of the current LOMR's floodplain limits. Depending on timing of the final plat with respect to updated FEMA mapping and floodplain limits, a plat amendment may be necessary to ensure that development occurs outside of all designated floodplain areas.

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above,

[6] "FEMA Flood Map Service Center – FIRM Panel 27109C0143E," FEMA, April 4, 2017, https://msc.fema.gov/portal/home

concentrating on implications for environmental effects.

The Project is compatible with existing residential development to the north and south of the site. The P2S Comprehensive Plan has been amended to assign a Low Density Residential land use designation, and a GMMA has been approved to amend the site to Near Term Urban Expansion.

As shown on the Concept Plan (Figure 3), the Project will protect existing natural wetlands and incidental wetlands and any potential impact must comply with mitigation and replacement requirements. A buffer conservation easement will be established adjacent to the wetlands as required by the City's ordinances.

c. Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 10b above and any risk potential.

On July 11, 2025, the Proposer applied to the City of Rochester for a General Development Plan (GDP), a Petition for Annexation, GMMA, and CPA. The City Council voted to approve the petition for annexation, the GMMA, and the CPA on September 8, 2025. The GDP is a concept site plan application that identifies lot and street layout along with stormwater design. The GDP is approved at the City staff level and the Proposer received approval of their GDP on September 22, 2025.

11. Geology, soils and topography/landforms

a. Geology

Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.

Plate 6, Bedrock Topography of the C-49 Geologic Atlas of Olmsted County[7] notes that the depth to bedrock is between 0-25 feet for most of the Project Site with the south portion of the site having bedrock at up to 50 feet. Per Plate 2, Bedrock Geology of the Geologic Atlas[8], general bedrock on the Project Site includes Cummingsville Formation, Decorah Shale, Platteville and Glenwood Formations, St. Peter Sandstone, and Prairie du Chien Group. The Cummingsville Formation and Decorah Shale are limited to the topographic high in the northwest portion of the Project Site.

Braun Intertec prepared a Geotechnical Evaluation Report dated October 1, 2025 (Appendix C). Twenty-five standard penetration test borings were performed, and auger and sampler refusal were encountered in Borings ST-7 and ST-17 on apparent bedrock material at depths of about 19.5 and 8 feet respectively below existing grade.

Bay West LLC (Bay West) completed a Desktop and Field Verification Decorah Edge Study for the Project Site in September 2025 (Appendix D). The purpose of the study was to assess the potential presence of Decorah Shale geologic features associated with a wetland delineated by Kjolhaug Environmental Services (Kjolhaug) on the Project Site.

[7] "C-49 Geologic Atlas of Olmsted County – Plate 6," University of Minnesota, 2020, https://conservancy.umn.edu/bitstreams/2bdcedcf-0f95-430e-a359-e37669a08b79/download

[8] "C-49 Geologic Atlas of Olmsted County – Plate 2," University of Minnesota, 2020, https://conservancy.umn.edu/bitstreams/b921b028-2065-4ec1-9e62-365175577b8c/download

The "Decorah Edge" is defined as follows in the Olmsted County Wetland Conservation Ordinance[9] as the area:

- In which the Decorah, Platteville, or Glenwood formation is the first encountered bedrock according to the "Bedrock Geology: Steele, Dodge, Olmsted and Winona Counties" data plate produced by the Minnesota Geological Survey, University of Minnesota, 2020, specifically Plate 2 Bedrock Geology; AND

- Having a depth to bedrock of less than twenty-five feet according to the according to "C-49 Geologic Atlas of Olmsted County, Minnesota", specifically Plate 6 Bedrock Topography, as modified by field investigation, reliable well logs, or more precise mapping; AND

- For which there are contiguous areas with the Cummingsville or higher formations as the first encountered bedrock according to "C-49 Geologic Atlas of Olmsted County, Minnesota" produced by the Minnesota Geological Survey, University of Minnesota, 2020, specifically Plate 2 Bedrock Geology.

The Rochester-Olmsted Planning Department Long Range Division prepared the City of Rochester Decorah Edge Feature Map, dated October 24, 2006 (see Appendix D, Figure 2). The map indicates potential edge soil is present along the northwest portion of the Project Site, along with an area denoted as 1,000-foot Edge Support Area (ESA) buffer. ESAs include non-wetland areas with features associated with perched groundwater tables, groundwater discharges, or groundwater supported wetlands located in the Decorah Edge.

Each bedrock unit on the Project Site is important to the Decorah Edge investigation, from youngest (top) to oldest (bottom) rocks are as follows:

Stewartville Formation – Yellowish-gray, dolomitic limestone and dolostone
Prosser Formation – Light tan to grayish-brown, very fine-grained, thin bedded limestone
Cummingsville Formation – Limestone interbedded with shale
Decorah Shale – Fossiliferous, green-gray shale with thin interbeds of blue-gray, densely fossiliferous limestone
Platteville and Glenwood Formations – Tan to gray limestone and dolostone
St. Peter Sandstone – Fine-to medium-grained, whitish tan, quartzose sandstone
Shakopee Formation – Tan to gray dolostone, sandy dolostone, and sandstone

The study also reviewed well logs from the Minnesota Department of Health's Minnesota Well Index indicates that wells west and northwest of the Project Site all encountered Decorah Shale with the exception of one well.

Based on the desktop study, a field study was conducted on July 31, 2025, which included one test boring and ten test pits to determine the presence of Decorah Shale associated with the wetland and the influence associated with the wetland.

The study concluded that the delineated hillside wetland is influenced by the Decorah Shale. The Decorah Shale influence boundaries are outlined in Appendix D, Figure 6, as well as the TEP revised delineated wetland boundary (see Appendix E).

[9] "Chapter 3700 – Wetland Conservation Ordinance," Olmsted County Code of Ordinances, updated October 26, 2010, https://www.olmstedcounty.gov/sites/default/files/2020-10/Chapter%203700%20Wetland%20Conservation%20Ordinance.pdf

Per Olmsted County Wetland Conservation Ordinance Chapter 3700, Section 3706, activities carried out in Decorah Edge sites shall protect ESAs from disturbance and shall provide for their management through conservation easements or equivalent mechanisms, subject to certain exceptions outlined in subsection 6.5.

b. **Soils and topography**

Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability or other soils limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 12.b.ii.

The Project Site has a gradually sloping topography and generally slopes toward Cascade Creek which runs from west to east through the Project Site.

The site is planned to be mass graded as part of the initial site development, and earthwork is anticipated to be balanced across the site. Preliminary grading plans are not yet available; however, approximately 400,000 cubic yards of excavation is estimated. Any soil correction work could add or subtract to the cut and fill depths.

Impacts from Construction Activities

The Geotechnical Evaluation Report indicates that the site generally appears suitable for development; however, soil corrections will be required to address soft Loess soils and any significant grade changes. Spread footing foundations bearing on engineered fill and/or native soils can support the proposed houses after performing typical subgrade preparation of removing existing vegetation, topsoil or slope wash soils, along with areas of soft clays or very loose silts. Some house pads may require more than 10 feet of compacted fill which will result in varying degrees of long-term consolidation and could lead to construction delays. Non-organic, clayey soils are generally suitable for reuse as engineered fill; however, they may require moisture conditioning before placement and compaction. Additionally, sandy soils are suitable for reuse after moisture conditioning. Silty soils on the site are expected to be highly moisture-sensitive, making them challenging to reuse and compact, and should generally not be used as compacted fill.

Bedrock is expected to be encountered in parts of the Project Site, including limestone or dolostone bedrock, and sandstone. Removed limestone should only be used if permitted, and if sized and blended appropriately with engineered soil. Shale, if encountered, should not be reused for support of structures or pavements. Sandstone may be reused for fill within utility trenches or other site features, provided it meets the project compaction requirements.

Per the Geotechnical Evaluation Report, some on-site silty and clayey soils are highly susceptible to disturbance, due to repeated construction traffic. This disturbance can be destabilized and require additional conditioning and compacting.

The Project should avoid disturbing the Decorah Edge Support Areas from disturbance except where exemptions exist as outlined in subsection 6.5 of Chapter 3700 – Wetland Conservation Ordinance of the Olmsted County Code of Ordinances.

The Project will not be allowed to excavate or fill in the floodway of Cascade Creek. The Project may fill in the fringe floodplain, but a compensatory storage volume equal to the volume lost by fill must be provided in the form of stormwater detention.

Table 10 identifies soils found at the Project Site, as determined by the NRCS web soil survey which is supplemented by the findings of the Geotechnical Evaluation Report shown in Table 11. Figure 10 depicts NRCS soil classification mapping.

Table 10. NRCS Soil Classifications

Soil Classification	Name	Acres	% of Total Project Area
19	Chaseberg silt loam, moderately well drained, 0 to 2 percent slopes	2.4	1.3%
289	Radford silt loam	90.6	50.8%
322D2	Timula silt loam, 12 to 20 percent slopes, moderately eroded	38.8	21.7%
467	Sawmill silty clay loam	7.7	4.3%
473D	Dorerton loam, 12 to 25 percent slopes	4.2	2.4%
477B	Littleton silt loam, 1 to 4 percent slopes	2.1	1.2%
593E	Elbaville silt loam, 18 to 30 percent slopes	1.0	0.5%
N150E	Brodale channery loam, deep, 20 to 30 percent slopes	2.4	1.4%
N501D2	Downs silt loam, 12 to 18 percent slopes, moderately eroded	2.5	1.4%
N518B	Lindstrom silt loam, 2 to 6 percent slopes	25.2	14.1%
N518C	Lindstrom silt loam, 6 to 12 percent slopes	1.7	0.9%
Total for Project Area		**178.5**	**100%**

*Note: AOI extends slightly beyond Project Site boundaries

Source: United States Department of Agriculture: Natural Resources Conservation. *Web Soil Survey*. Available at https://websoilsurvey.nrcs.usda.gov/app/

Table 11. Subsurface Soil Summary

Strata	Soil Type – ASTM Classification	Range of Penetration Resistance	Commentary and Details
Topsoil/Slope wash	CL, OL	3 to 19* blows per foot (BPF)	- Encountered in all borings at the surface. - Thicknesses at the boring locations varied from about ½ to 7 feet. - Some of the deeper topsoil observed in Borings ST-9, ST-10, ST-11, ST-14, and ST-16 is likely attributed to slope and wash deposits. - Predominantly consisted of lean clay, some organic clay. - Dark brown to black in color. - Moisture condition was generally moist.
Loess	CL, ML, CL-ML, SM	3 to 50 blows over 5 inches of penetration	- Encountered in most borings beneath the topsoil except in Borings ST-8, ST-9, ST-10, ST-15, ST-16, and ST-17 along with test pits TP-9 through TP-12, and extended

Strata	Soil Type – ASTM Classification	Range of Penetration Resistance	Commentary and Details
			to depths ranging from 7 to 21 feet below existing grade. - Generally underlain by alluvial soils, except in Borings ST-6, ST-7, and ST-12, which were terminated within loess soils. - Predominantly clays and silts with intermixed seams and lenses of each other. - Silts were encountered in a very loose to medium dense condition. - Excluding frost affected soils, clays were encountered in a soft to stiff condition but were typically in a soft to medium condition. - Practical auger and sample refusal was encountered within loess soils in Boring ST-7 at approximately 19.5 feet likely due to underlying bedrock. - Generally light brown to brown in color. - Moisture condition was generally moist.
Alluvial	SP, SP-SM, SM, CL, SC	6 to 50 blows for 4 inches of penetration	- Generally encountered beneath the loess soils in all borings, except in Borings ST-6, ST-7, and ST-12 along with test pits TP-1 through TP-10, and extended to the termination depths of the borings. - Predominantly sandy; sands were generally more prevalent in the southern portion of the site. - Practical auger and sample refusal was encountered within alluvial soil in Boring ST-17 at approximately 19.5 feet. Additionally, limestone fragments were observed in Borings ST-1, ST-3, and ST-11 near termination depths. - Alluvial sands were encountered in a loose to very dense condition but were typically in loose to medium dense condition. - Generally light brown to brown in color. - Variable amounts of gravel. - Moisture condition was generally moist to wet.

* Blow counts likely influenced by frost.
Source: Geotechnical Evaluation Report, Nigon Property, Braun Intertec (Appendix C)

12. Water resources

a. Describe surface water and groundwater features on or near the site in a.i. and a.ii. below.

i. **Surface water - lakes, streams, wetlands, intermittent channels, and county/judicial ditches.** Include any special designations such as public waters, shoreland classification and floodway/floodplain, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include the presence of aquatic invasive species and the water

quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within 1 mile of the project. Include DNR Public Waters Inventory number(s), if any.

Within one mile of the Project Site, there are no public water basins, no public wetlands, and one (1) public watercourse. The associated PWI number and name of the public watercourse is provided in Table 12. Cascade Creek is classified as an impaired water due to turbidity which affects aquatic life downstream to the Zumbro River. Cascade Creek also includes biological impairments as detailed in Table 12a. Section -991 is within the Project Site while section -581 is immediately downstream.

Table 12. Public Waters within 1 Mile of Project Site

Public Water Name	Type	AUID	PWI Number(s)	303d Impaired Waters
Cascade Creek	Public Watercourse	07040004-991	55035a	Yes

Source: DNR Public Waters Inventory (PWI) Maps. Available at: https://www.dnr.state.mn.us/waters/watermgmt_section/pwi/maps.html

Table 12a. Impaired Waters within 1 Mile of Project Site

Water Body Name	AUID	Affected Designated Use	Impairment	Pollutant or Stressor
Cascade Creek	07040004-991	Aquatic life	Turbidity Fish bioassessments	Stressors leading to impaired fish community: flow alteration, longitudinal connectivity, physical habitat.
Cascade Creek	07040004-581	Aquatic life	Turbidity Benthic macroinvertebrate bioassessments	Stressors leading to impaired macroinvertebrate community: flow alteration, physical habitat, suspended solids.

Source: MN Impaired Waters List, https://www.pca.state.mn.us/air-water-land-climate/minnesotas-impaired-waters-list

The DNR will be undertaking a project to realign the creek to be more meandering through the Project Site to create greater upland storage and improve water quality. Development activities will take place outside of the established floodplain limits at the time of construction. Timing and phasing will be coordinated with the creek realignment project.

As reported in the Wetland Delineation Report (Appendix E), there are approximately 0.40 acres of naturally occurring wetlands on the Project Site and no wetland impacts are anticipated as a result of the Project.

There are no trout streams/lakes, wildlife lakes, migratory waterfowl feeding/resting lakes, or outstanding resource value waters within or adjacent to the Project Site.

401 Certification

If there are changes to the final plans, the applicant must submit to the MPCA 401 program the Antidegradation Assessment in accordance with water quality standards in Minn. R. 7050.0256 and should review the antidegradation requirements in 7050.0285.

ii. **Groundwater – aquifers, springs, seeps.** Include: 1) depth to groundwater; 2) if project is within a MDH wellhead protection area; 3) identification of any onsite and/or nearby wells,including unique numbers and well logs if available. If there are no wells known on site or nearby, explain the methodology used to determine this.

The Minnesota Natural Resources Atlas[10] identifies the depth to the water table as between 1 to 10 feet for most of the Project Site, and up to 50 feet or more in the northwest corner of the site. Per the Geotechnical Evaluation Report, groundwater was encountered between 6 and 15 feet of depth in 15 of the 25 soil borings, and between 3 and 8 feet of depth in 6 of 12 test pits. The corresponding elevations at which groundwater was conservatively observed were 1009 (TP-2) and 1105.5 (ST-24) above mean sea level (amsl).

The Minnesota Department of Health Well Index[11] identifies no existing wells on the Project Site. However, the Phase I Environmental Site Assessment (Appendix F) lists an active water well located near the granary and two unused 6- to 10-foot hand dug wells located west of the machine shed in the pasture area. Wells encountered during future earthwork or redevelopment activities that will no longer be used should be properly sealed.

The Project Site is within a wellhead protection area. Wellhead protection areas are the Minnesota Department of Health (MDH)-approved surface and subsurface areas surrounding a public water supply well or well field that supplies a public water system, through which contaminants are likely to move toward and reach the well or well field.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects in Item b.i. through Item b.iv. below.

i. **Wastewater** - For each of the following, describe the sources, quantities and composition of all sanitary, municipal/domestic and industrial wastewater produced or treated at the site.

1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.

Per the City of Rochester's P2S Comprehensive Plan, wastewater managed by the sanitary sewer system is discharged to the City-owned and operated Water Reclamation Plant (WRP). The average wet weather permitted design flow for the WRP is 23.85 million gallons per day (MGD), and 2025 average daily flow is 11.29 MGD. The remaining available capacity of the WRP using past average daily flows is 12.56 MGD. The capacity calculation does not include any flow that has been allocated to planned developments, however, the City's average flows have been decreasing because of loss of industry and robust efforts to curb inflow and

[10] "Minnesota Natural Resources Atlas," Water Table – Depth, MN DNR, accessed July 15, 2025, https://mnatlas.org/gis-tool/

[11] "Minnesota Well Index", MN Department of Health, accessed July 15, 2025, https://mnwellindex.web.health.state.mn.us/

infiltration.

An existing 15-inch sanitary sewer trunk main west of W Circle Dr serves properties east of the Project Site. The City of Rochester will be extending the trunk main west to serve the Project Site and potentially future urban expansion farther west. The alignment of the trunk main will generally follow the lower topography of Cascade Creek. When sanitary sewer is extended by the City or a developer, sewer extension permits including information about estimated future flow from proposed development are required. Figure 12 shows the existing and proposed sanitary sewer facilities in the area.

There are no identified pre-treatment measures included in the Project scope.

Table 13. Estimated Sanitary Sewer Flow Rates

Land Use	Households	Rate (Gallons/Day)*	Total Gallons per Day (gpd)
Single-family detached residential	317	125	39,625

* Source: City of Rochester average sanitary sewer flow rates

2) If the wastewater discharge is to a subsurface sewage treatment systems (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system. If septic systems are part of the project, describe the availability of septage disposal options within the region to handle the ongoing amounts generated as a result of the project. Consider the effects of current Minnesota climate trends and anticipated changes in rainfall frequency, intensity and amount with this discussion.

Wastewater discharge will not be to a subsurface sewage treatment system (SSTS) or septic system.

3) If the wastewater discharge is to surface water, identify the wastewater treatment methods and identify discharge points and proposed effluent limitations to mitigateimpacts. Discuss any effects to surface or groundwater from wastewater discharges, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects.

Wastewater will not be discharged to any surface water due to the Project. No effects are anticipated to surface or groundwater as effluent will be directed to the City-owned and operated Wastewater Reclamation Plant.

ii. **Stormwater** - Describe changes in surface hydrology resulting from change of land cover. Describe the routes and receiving water bodies for runoff from the project site (major downstream water bodies as well as the immediate receiving waters). Discuss environmental effects from stormwater discharges on receiving waters post construction including how the project will affect runoff volume, discharge rate and change in pollutants.Consider the effects of current Minnesota climate trends and anticipated changes in rainfall frequency, intensity and amount with this discussion. For projects requiring NPDES/SDS Construction Stormwater permit coverage, state the total number of acres that will be disturbed by the project and describe the stormwater pollution prevention plan (SWPPP), including specific best management practices to address soil erosion and sedimentation during and after project construction. Discuss permanent stormwater management plans, including methods of achieving volume reduction to restore or maintain the natural hydrology of the site using green infrastructure practices or other stormwater management practices. Identify any receiving waters that have construction-related water impairments or are classified as special as defined in the

Construction Stormwater permit. Describe additional requirements for special and/or impaired waters.

Existing Conditions

The existing condition and use on the Project Site includes agricultural land. Typically, agricultural fields are irrigated and fertilizers containing nitrogen, phosphorous, and potassium are commonly applied. Currently, there is no on-site stormwater management. In storm events where runoff exceeds any infiltration capacity, runoff enters wetland areas, natural depressions, and tributaries. The existing site has a gently sloping topography and generally slopes toward Cascade Creek. The portion of the Project Site north of Cascade Creek drains to two 42-inch corrugated metal pipe (CMP) culverts under 45th Ave SW in low flow rainfall events. In high flow rainfall events, runoff that exceeds the capacity of the two culverts flows overland to Cascade Creek. Runoff from the portion of the Project Site south of Cascade Creek flows to the creek. Cascade Creek ultimately drains to Interlachen Lake, northeast of the Project Site.

Construction and Post-Construction Conditions

The post-construction condition will be required to manage and store stormwater on site which is anticipated to be an improvement over the existing conditions since the existing site is used for agricultural production, and stormwater runoff is not currently managed in a storm event.

The change in land use to a suburban residential development will likely decrease the amount of suspended solids and increase other components typical of urban runoff, such as oil, grease, and chemicals. The creation of open space within the development will provide some mitigation of potential adverse effects from the increased impervious surfaces. However, it is expected that the volume of runoff will increase over existing conditions during significant storm events because of the increase in impervious surface area. Climate trends indicate future rainfall volumes will increase, potentially leading to increased stormwater volumes and discharge rates.

Stormwater will be managed onsite through a system of curb and gutter, catch basins, pipes, and stormwater ponds. Stormwater will be managed in accordance with applicable City, Olmsted County, MPCA, and DNR requirements. All stormwater that leaves the site must meet rate control and quality standards and must account for the increased impervious surface associated with development. In addition to compensatory stormwater storage for areas filled within the fringe floodplain of Cascade Creek, detention storage will need to be sized for additional volume for a 100-year storm event. As infiltration is not viable due to underlying soil type and proximity of the water table, rate control will be provided by extended detention in ponds to slow the rate of discharge to 5.66 cubic feet per second/acre. Stormwater management areas will be physically separated but hydraulically linked to the Cascade Creek floodplain, with pipes sized for the 10-year storm event. Water that does not naturally infiltrate or directly enter the storm sewer system will generally flow toward the constructed stormwater detention areas on either side of Cascade Creek.

As Cascade Creek is designated as impaired due to turbidity, habitat for small, burrowing species may be impacted if sediment load from runoff increases. Land disturbing activities, including material export, will comply with the policies identified in the City's Comprehensive Surface Water Management Plan and the MPCA through the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. The Project will be required to

utilize best management practices (BMPs) to prevent erosion and control sedimentation. All BMPs will be described in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the Project. The grading and erosion control plans for the Project will be reviewed as a part of the City of Rochester's land use, development and building permit processes, including review for consistency with the City's water resource management plan.

Ultimately, Cascade Creek will be realigned through the Project Site, and that creek realignment project could implement strategies such as changing channel geometry to address potential habitat issues.[12]

iii. **Water appropriation** - Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Discuss how the proposed water use is resilient in the event of changes in total precipitation, large precipitation events, drought, increased temperatures, variable surface water flows and elevations, and longer growing seasons. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation. Describe contingency plans should the appropriation volume increase beyond infrastructure capacity or water supply for the project diminish in quantity or quality, such as reuse of water, connections with another water source, or emergency connections.

Dewatering

Per the Geotechnical Evaluation Report, most excavations are anticipated to be in clayey/silty soils, therefore sumps and pumps could be used to manage the groundwater conditions where granular soils are encountered. Dewatering may be necessary, especially in granular soils closer to Cascade Creek. Excavation in granular soils below elevation 1030 msl may require well points for dewatering.

Any groundwater encountered during utility installation or other excavation will be discharged into temporary sediment basins within the Project Site. If water use exceeds 10,000 gallons per day (GPD) or one million gallons per year, a water appropriation permit must be obtained from the Minnesota DNR. The Proposer must evaluate the expected water usage as part of the land use permit process and is required to obtain the necessary permit from the DNR.

Existing Wells

The Phase I Environmental Site Assessment lists an active water well located near the granary and two unused 6- to 10-foot hand dug wells located west of the machine shed in the pasture area. Wells encountered during future earthwork or redevelopment activities that will no longer be used should be properly sealed, and a Well and Boring Sealing Record should be provided by the contractor to the MDH.

Post-Construction

Rochester Public Utilities (RPU) currently operates 31 municipal water supply wells. Most wells are 24 inches in diameter and extend 400-1,000 feet in depth. The well adjacent to and

[12] "Comprehensive Watershed Management Plan: 2022-2031," Watershed Alliance for the Greater Zumbro, November 2021, https://www.olmstedcounty.gov/sites/default/files/2021-12/Zumbro_CWMP_Final_11242021.pdf

supplying the Project Site is Well 26 which is 624 feet deep and pumps from the Shakopee and Jordan aquifers, deep sedimentary units that underlie much of southeastern Minnesota. MDH evaluated the vulnerability of the RPU municipal wells to contamination from contaminants released at the surface. RPU Well 26 was classified as "vulnerable".[13] To protect groundwater sources, any stormwater features located in areas with less than three feet of separation to the water table are recommended by the Minnesota Stormwater Manual to have a Level 1 liner to prevent groundwater contamination.[14]

There is an 8-inch watermain stub at the intersection of Country Club Rd SW & 45th Ave SW, and a 12-inch watermain at the southwest corner of Country Club Rd SW and W Circle Drive. The existing watermains will be extended to serve the Project Site via a network of pipes. There is also watermain to the southeast of the Project Site that may eventually be connected to complete a watermain loop. Upgrades to the RPU's municipal water system will be evaluated to confirm capacity, pressure, and needs for a booster station.

Table 14. Estimated Water Supply provides an estimate of the anticipated gallons per day for the Project and assumes that the development will accommodate household sizes that are roughly the average for the State of Minnesota.

Table 14. Estimated Water Supply

Use	Proposed Development	Estimated Residents*	Use per Resident (gpd/person)**	Gallons per Day (gpd)
Single-family detached residential	317 units	555	125	69,375

*Assumes 1.75 residents/unit
** Source: City of Rochester water usage rates

iv. **Surface Waters**

a) **Wetlands** - Describe any anticipated physical effects or alterations to wetland features such as draining, filling, permanent inundation, dredging and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigationfor unavoidable wetland impacts will occur in the same minor or major watershed and identify those probable locations.

Table 15 provides a summary of delineated wetlands on the Project Site.

Table 15. Delineated Wetlands on Project Site

Wetland ID	Wetland Type	Dominant	Onsite

[13] "Rochester Public Utilities Wellhead Protection Plan Amendment, Part 1: Delineation of the WHPA, DWSMA, and Assessments of Well and DWSMA Vulnerability," RPU, July 2017, https://cms.cws.net/content/rpu.org/files/education-environment/water-quality/RPU%20Part%201%20WHPP%20Amendment_Final_072017.pdf
[14] "Minnesota Stormwater Manual – Shallow Groundwater," MPCA, February 15, 2023, https://stormwater.pca.state.mn.us/index.php/Shallow_groundwater

	Circular 39	Cowardin	HGM Class	Eggers and Reed	Vegetation	Area (acres)
Wetland 1	Type 2	PEM1Ad	Slope (groundwater seep)	Partially drained (sloping) wet meadow seep	Sedge, woolgrass, bulrush, reed canary grass	0.40
Incidental Wetland A	Type 5	PUBFh	Depression	N/A	Unvegetated	0.18
TOTAL						**0.58**

Source: Wetland Delineation – TEP Revised Existing Conditions, Kjolhaug Environmental Services Company, Inc.

Any wetland or buffer impact must comply with all wetland replacement or mitigation rules and regulations established by the City, County, and watershed district. A Notice of Determination has not been approved; however, the TEP revised delineation figures which have been submitted for review is included in Appendix E.

b) **Other surface waters** - Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicialditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features, taking into consideration how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering thewater features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

The DNR is planning a project to realign the existing straight Cascade Creek alignment to meander through the Project Site to create greater upland storage and improve water quality. Development activities will take place outside of the floodplain limits. Cut and fill activities will not be allowed to take place in the floodway, so the proposed roadway connecting the northern and southern development areas will be required span over the floodway. While no fill will be allowed in the floodway, bridge piers can be constructed in the floodway provided the piers are designed to standards required by the DNR.

Stormwater ponds will be constructed and designed to manage quantity and quality including rate and volume control. To protect groundwater sources, any stormwater features located in areas with less than three feet of separation to the water table are recommended to have a Level 1 liner to prevent groundwater contamination.

The post-construction condition will be required to comply with all stormwater management rules established by the City of Rochester, Olmsted County, MPCA, and the DNR for Cascade Creek, and the condition may be improved from the existing agricultural condition since buffer areas will be reestablished, and surface waters will be managed. Current Minnesota climate trends indicate that the area will experience greater rainfall and precipitation. The construction of wetland buffers, stormwater management areas, and open spaces will help to reduce the quantity and improve the quality of stormwater leaving the site post-construction.

13. Contamination/Hazardous Materials/Wastes

a. Pre-project site conditions

Describe existing contamination or potential environmental hazards on or proximate to the project site such as soil or ground water contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.

A Phase I Environmental Site Assessment (ESA) dated February 21, 2025 was prepared for the Project by Braun Intertec Corporation (Appendix F). Three Recognized Environmental Conditions (RECs) were identified in the assessment:

- One approximately 1,000-gallon diesel fuel above-ground storage tank (AST) was located along the west exterior wall of the north hay shed. Staining was noted primarily along the south side of the tank on the concrete and gravel beneath the tank. A 200-gallon gasoline AST supported on stilts was reportedly formerly located near the southern silo on the Site and has since been relocated to a parcel owned by the Nigon family north of the Site. Based on the observations at time of the Site reconnaissance, it is Braun's opinion that the staining and potential for releases of petroleum from the tanks to the subsurface represents a REC.
- The existing machine shed has been located on the north portion of the Project Site since approximately 1980. According to the property owner, a former machine shed was located directly north of the granary from the 1960s until approximately 2018. Based on the long history of farm equipment used, stored and maintained at the Site in those buildings, there is a potential that releases of hazardous substances or petroleum products may have occurred. This potential represents a REC.
- Reportedly sludge from the septic system connected to the Nigon family farmhouse located northwest of the Site at 4905 Country Club Road West was spread on the cultivated portion of the Site repeatedly whenever the septic tank was pumped out. Low concentrations of polyfluoroalkyl substances (PFAS) compounds, including perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), are present in many household products; therefore, there was a potential that PFAS compounds may have been discharged to the septic system and spread onto the fields at the Site. It is Braun's opinion that the potential PFOS and PFOA impacts at the Site from spreading residential septic system biosolids on the Site fields represents a REC.

A subsequent Phase II ESA was prepared by Braun Intertec, dated September 23, 2025 (Appendix G). The purpose of the Phase II ESA was to investigate RECs discovered during the Phase I ESA, and evaluate whether the soil, soil vapor, and/or groundwater beneath the Project Site has been impacted due to the RECs. The Phase II ESA concluded the following:

- Naphthalene detected in sub-slab soil vapor sample SSV-1 (inside the current machine shed building) appears to be related to an isolated area of petroleum impacts and not a significant petroleum release. Additional targeted soil screening beneath the machine shed and/or remediation during redevelopment is warranted to evaluate the potential vapor exposure to the residential receptors in the vicinity of the machine shed.
- Groundwater in the vicinity of the former gasoline AST is contaminated with lead at concentrations exceeding the drinking water criteria. Lead was historically used in gasoline as an anti-knock additive. However, no evidence of a petroleum release was identified in the vicinity of the former AST based on field screening, soil sampling, and groundwater sampling.

The source of the lead in groundwater is not clear.

- No evidence of an actionable PFAS release to soil in the cultivated agricultural fields at the Site was identified based on the results of the Phase II ESA. Based on the results of this investigation, it does not appear that the application of residential septic sludge from the north adjoining property has impacted the Site with PFAS.

The Phase II ESA provided the following recommendations:

- The Site should be enrolled in the MPCA Brownfield Program, specifically the Voluntary Investigation and Cleanup (VIC) and Petroleum Brownfield (PB) Programs to obtain applicable approvals and assurances from the MPCA regarding the soil vapor and groundwater impacts and the proposed redevelopment.
- Environmental response actions will be required during redevelopment. Potential response actions might include segregation and disposal of petroleum-contaminated soil during redevelopment (i.e., source removal) with associated reevaluation of vapor conditions after site grading. Note that additional vapor testing in the vicinity of SSV-1 will likely be required to obtain MPCA technical approvals and to determine if vapor mitigation controls are required for the proposed homes in the vicinity. Response actions should be conducted in accordance with an MPCA-approved Response Action Plan/Construction Contingency Plan (RAP/CCP).
- The dissolved lead groundwater impacts identified in the vicinity of the former gasoline AST are likely not actionable. However, if dewatering, irrigation wells, or other improvements are planned that will include accessing or using groundwater in this area, additional evaluation and planning will be warranted to manage the contaminated groundwater.

A review of the MPCA's What's in my Neighborhood (WIMN) database was conducted to identify potentially contaminated sites within or in the vicinity of the Project Area. No MPCA sites were identified within the Project Site boundaries. Within one mile of the Project Site, twenty (20) sites were identified. Table 16 summarizes potential sites within one mile of the Project Site.

Table 16. Potentially Contaminated Sites within One Mile of Project Site

Site ID	Location	MPCA Program	Status
98457	New Horizon Services, Inc.	Hazardous Waste	Inactive (registered 2009)
5923	Manor Woods W 10th Add.	Construction Stormwater	Inactive (registered 1998)
53306	Erickson Randy	Hazardous Waste	Inactive (registered 2006)
42775	Riess Racing	Hazardous Waste	Inactive (registered 1985)
102107	Fox Ridge Association	Wastewater	Active (registered 2005)
84188	Gary L Krahn Painting	Hazardous Waste	Inactive (registered 2004)
89539	MJ Painting	Hazardous Waste	Inactive (registered 2003)
258141	Brogan Heating and Air	Hazardous Waste, one time generator	Active (registered 2024)
66757	Stephen Nigon Farm	Feedlots	Active (registered 2001)
212509	Cascade Creek Rehabilitation	Construction Stormwater	Inactive (registered 2020)
212733	Meadow Lakes Preserve	Construction Stormwater	Inactive (registered 2020)
46889	Schwickert's of Rochester	Hazardous Waste	Inactive (registered 2010)
47316	Bathmasters of Minnesota	Hazardous Waste	Inactive (registered 1985)
232394	Lilly Farms III – MERC	Construction Stormwater	Inactive (registered 2019)
225868	Lilly Farm Third & 8th Street	Construction Stormwater	Inactive (registered 2018)
252984	Lilly Farm Fourth	Construction Stormwater	Active (registered 2025)
150129	Lilly Farm	Construction Stormwater	Active (registered 2015)

Site ID	Location	MPCA Program	Status
251133	Pavilion Estates	Construction Stormwater	Inactive (registered 2022)
188094	John Stewart Residence	Petroleum Remediation, Leak Site	Inactive (registered 2011)
190228	Payne Residence	Petroleum Remediation, Leak Site	Inactive (registered 2002)

Source: MPCA What's in My Neighborhood, available at https://mpca.maps.arcgis.com/apps/webappviewer/index.html?id=9d45793c75644e05bac197525f633f87

b. **Project related generation/storage of solid wastes**

Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of solidwaste including source reduction and recycling.

During construction, the Project will generate solid waste and construction waste material. All waste generated will be properly disposed of off-site. Post-construction, residents and tenants will generate municipal solid waste which will be hauled away by licensed garbage haulers. Residents will be encouraged to recycle. Waste generation estimates are provided in Table 17 and are based on the MPCA's municipal solid waste generation per person.

Table 17. Estimated Waste

Use	Estimated Size	Estimated Residents	Rate (lbs/person/day)	Total (lbs/day)
Residential	317 units/lots	555	2.4	1,332

Source: Environmental Protection Agency (EPA). Advancing Sustainable Materials Management: 2018 Fact Sheet. Available at: https://www.epa.gov/sites/default/files/2020-11/documents/2018_ff_fact_sheet.pdf

c. **Project related use/storage of hazardous materials**

Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location and size of any new above or below ground tanks to store petroleum or other materials. Indicate the number, location, size and age of existing tanks on the property that the project will use. Discuss potential environmental effects from accidental spill or release of hazardous materials. Identify measures to avoid, minimize or mitigate adverseeffects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.

Development of the Project and related site work will be required to comply with all City, County, NPDES, and other regulatory permits necessary to complete the work. Storage of hazardous materials on the Project Site during construction will be limited to construction vehicles and machinery. This equipment, in addition to temporary storage tanks for diesel fuel or hydraulic fluids, may be left onsite through the duration of construction depending on phasing and scheduling. Construction vehicles, as well as associated storage of their fuels, will be required to follow a spill prevention plan, if applicable. No hazardous materials will be permitted or stored on the Project Site post-construction.

d. **Project related generation/storage of hazardous wastes**

Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize or mitigate adverse effects from the generation/storage of hazardous waste including source reduction and recycling

During construction and site work, vehicles containing gasoline will be present onsite. The construction and development process will not involve significant amounts of hazardous waste. Any hazardous waste generated will be properly disposed of in accordance with state and federal laws.

14. Fish, wildlife, plant communities, and sensitive ecological resources (rare features)

a. Describe fish and wildlife resources as well as habitats and vegetation on or in near the site.

As shown in Table 5. Cover Types Before and After, and Figure 9 sourced from the Minnesota Land Cover Classification System (MLCCS), the existing site's coverage is predominantly classified as agricultural land, which is consistent with the existing land use. The Project Site has been used for agricultural production for the past several decades. Wildlife typically found in agricultural settings include small mammals such as rabbits, squirrels, deer, and birds. Cascade Creek provides habitat for a variety of fish, birds, and insects. An existing stand of trees in the middle western part of the site will largely remain intact after development.

Land north, south and east of the Project Site has been developed, while land to the west remains cultivated agricultural and woods.

b. Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota Biological Survey Sites of Biodiversity Significance, andother sensitive ecological resources on or proximate to the site. Provide the license agreement number (LA-___) and/or correspondence number (MCE-__) from which the data were obtained and attach the Natural Heritage Review letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.

The Minnesota Biological Survey Sites of Biodiversity Significance, Natural Communities and Rare Species of Olmsted County, Minnesota map was reviewed, and no natural communities or rare species are identified on or proximate to the Project Site[15].

The DNR's Natural Heritage Information System (NHIS) was queried to determine if known occurrences of rare, endangered, or special concern species or other sensitive ecological habitats exist within the Project Site. Results are attached to this document (see Appendix B) (MCE# 2025-00152). A summary of potential effects to rare features as outlined in the results is as follows:

- All of Minnesota's bats, including the federally endangered northern long-eared bat, can be found throughout Minnesota. However, Minnesota range maps based on the DNR NHIS's biotics database indicates that there is no record of the northern long-eared bat in Olmsted County.[16]
- One or more calcareous fens have been documented in the vicinity of the Project.
- No state-listed endangered or threatened species have been documented in the vicinity of the Project.
- Bell's Vireo (*Vireo bellii*, bird) and Black Redhorse (*moxostoma duquesnei*, fish) have both been identified as state-listed species of special concern that have been documented in

[15] "Natural Communities and Rare Species of Olmsted County, Minnesota," Minnesota Biological Survey, 1997, https://files.dnr.state.mn.us/eco/mcbs/maps/olmsted.pdf

[16] "Rare Species Guide – Northern Long-eared Bat," DNR, accessed September 30, 2025, https://www.dnr.state.mn.us/rsg/profile.html?action=elementDetail&selectedElement=AMACC01150

the vicinity of the Project.

- The Project Site overlaps with a U.S. Fish and Wildlife Service (USFWS) Rusty Patched Bumble Bee high potential zone. However, because the Project Site is actively farmed and pesticides are used, the presence of rusty patched bumble bees is unlikely.

The USFWS Information for Planning and Consultation (IPaC) was similarly queried. The IPaC tool indicates that the rusty patched bumble bee may be affected by the Project.

c. Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project including how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.

The fish, wildlife, plant communities, rare features and ecosystems that have potential of being impacted by the Project are identified above. The potential impacts are as follows:

- Tree removal can negatively impact bats by destroying roosting habitat, especially during the pup rearing season when females are forming maternity roosting colonies and pups cannot yet fly.
- Because of the dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away.
- There is no strong evidence that habitat is a limiting factor for the presence of Bell's Vireo bird since apparently suitable habitat is unoccupied.
- Further habitat assessments would be needed in the Zumbro system to identify negative impacts of development on the Black Redhorse fish, and subsequently, appropriate mitigation measures.
- The rusty patched bumble bee may be impacted by a variety of land management activities including prescribed fire, tree removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance, or compaction, or use of non-native bees.

Current Minnesota climate trends indicate that this century will experience warmer winters, a continued increase in the frequency and magnitude of extreme rainfall events, and an increase in the severity and duration of heat waves, all of which may also influence effects on the species identified above.

Construction contractors will be directed to properly manage on-site equipment to ensure development does not spread noxious weeds through construction vehicle traffic. If any invasive species are encountered during the grading/site grubbing process, they will be removed, and proper mitigation will be implemented to remove them from the Project Site.

d. Identify measures that will be taken to avoid, minimize, or mitigate the adverse effects to fish,wildlife, plant communities, ecosystems, and sensitive ecological resources.

The Minnesota DNR provides specific guidance regarding the avoidance, minimization, or mitigation of impacts to species identified above during construction and site development activities. The Project Proposer shall comply with the following mitigation plan:

- As noted above, the presence of bats on the Project Site is unlikely. To minimize impacts if any bats are discovered during site preparation, the DNR recommends that any tree removal be avoided from June 1 to August 15.

- To minimize stormwater impacts that may affect calcareous fens, the contractor must follow guidance from the SWPPP and NPDES Construction Permit.
- As noted above, there are no known Bell's Vireo sites on the Project Site. However, if discovered during site preparation, grassland and shrub habitats in areas where Bell's Vireo is known to occur should be maintained. Invasive species that may compromise the bird's habitat, including reed canary grass, hybrid/narrow-leaved cattail, purple loosestrife, and buckthorn should be controlled. At known Bell's Vireo sites, provision must be made for maintaining shrub patches in native prairies otherwise managed to control or eliminate woody cover. Shrubby ecotones between forests and open grasslands/wetlands need to be maintained or enhanced.
- As noted above, the presence of rusty patched bumble bees on the Project Site is unlikely due to the present use of pesticides. To minimize impacts should rusty patched bumble bees be encountered during site preparation, the DNR recommends reseeding disturbed soils with native species of grasses and forbs using BWSR seed mixes or MnDOT seed mixes which should be included in stormwater management plans and considered for other open space areas. Avoiding pesticides and plating native flowering plants to provide food for bees is also recommended.

As identified in the project description, the Project includes open space and stormwater treatment areas to minimize the effects of the redevelopment on native species.

The Project's Concept Plan (Figure 3) protects the existing wetlands and surrounding buffer areas. This will provide long-term protection of any sensitive ecological resources that may exist proximate to the existing wetlands. In addition, stands of existing trees will remain, areas of open space and stormwater treatment will provide space for wildlife habitat, and slopes will be revegetated with native species.

15. Historic properties

Describe any historic structures, archeological sites, and/or traditional cultural properties on or proximate to the site. Include: 1) historic designations, 2) known artifact areas, and 3) architectural features. Attach letter received from the State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

The Minnesota Statewide Historic Inventory Portal[17] was queried, and there are no identified historic or architectural properties documented within the Project Site. SHPO was contacted for a project review and a letter was provided (see Appendix B). Based on the History Center of Olmsted County, there are no known historical sites within the Project Site. The City of Rochester does not know of any structures of significance on the Project Site. The project to realign Cascade Creek will be a separate project and will likely require review for potential archaeological impacts associated with excavation.

Within one mile of the Project Site, there are sixteen historic properties, listed in Table 19. The Project will not directly impact any of the properties listed in Table 18.

[17] "Minnesota Statewide Historic Inventory," MN SHPO, accessed July 15, 2025, https://mnship.gisdata.mn.gov/public-map

The Office of the State Archaeologist's (OSA) public viewer[18] was queried and, no archaeological sites are known to exist within the Project Site. Near the Project Site to the east of the former Meadow Lakes Golf Club, there is potentially one archaeological site.

Table 18. Historic Properties within 1 mile of Project Site

Historic Inventory #	Property Type	Address	National Register Listed or Eligible
OL-CAS-00037	House	331 Lowry Court NW	Unevaluated
OL-CAS-00036	House	311 Lowry Court NW	No
OL-CAS-00033	House	5930 Lowry Dr NW	Unevaluated
OL-CAS-00028	Farmstead	60th Ave SW, ¼ mile S of TH 14	No
OL-CAS-00003	St. Mary's Hospital Dairy Farmstead	Off CR 104	Listed
OL-CAS-00041	House	5145 St. Mary Drive NW	No
OL-CAS-00039	House	5100 St. Mary Drive NW	No
OL-KAL-00024	Farmstead	6203 Country Club Rd	No
OL-CAS-00038	House	5244 St. Mary Drive NW	No
OL-CAS-00040	House	5320 St. Mary Drive NW	No
OL-ROT-00025	House	5971 Partridge Drive SW	No
OL-ROT-00027	House	5963 Partridge Drive SW	No
OL-ROT-00026	House	5944 Partridge Drive SW	No
OL-ROT-00029	House	5816 Country Club Rd SW	No
OL-SLM-00009	Farmstead	143 60th Ave NW	No
OL-ROT-00028	House	5980 Partridge Drive SW	No

Source: Minnesota Statewide Historic Inventory, SHPO, https://mnship.gisdata.mn.gov/public-map

16. Visual

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

The transition of the Project Site from agricultural uses to a residential development will impact the visual appearance of the site. The Project is consistent with the City of Rochester's Comprehensive Plan that guides the Project Site as an Urban Reserve Area, planned for increased intensity and urbanization. While the development will change the views of the site, it is planned for and anticipated as part of the City's vision for the future. There are no known scenic views or vistas on or near the Project Site.

During the construction process, appropriate screening of truck entrances, garbage enclosures, and other development features that may adversely impact adjacent residential areas will be required. Post construction, any proposed exterior/site lighting associated with the Project will be required to be downcast and must meet footcandle requirements at the property lines.

17. Air

a. **Stationary source emissions** - Describe the type, sources, quantities and compositions of any

[18] "Office of the State Archaeologist Portal – Public Map," Minnesota Department of Administration, State Archaeologist, accessed July 15, 2025, https://osaportal.gisdata.mn.gov/public-map

emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants. Discuss effects to air quality including any sensitive receptors, human health or applicable regulatory criteria. Include a discussion of any methods used assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.

The Project will not generate stationary source emissions exceeding the mandatory EAW thresholds specified in Minnesota Rules Part 4410.4300, Subp. 15, nor will it require an air permit from the Minnesota Pollution Control Agency (MPCA). Per Item 18, greenhouse gas (GHG) emissions from this Project are not expected to have significant environmental effects. The Project's air emissions will be typical of those of residential developments, potentially including sources like natural gas and oil-powered appliances and equipment, fertilizer use, and heating and cooling systems. These emissions generally fall under Conditionally Insignificant Activities and Conditionally Exempt Stationary Sources according to Minnesota Rules Part 7007.1300.

b. **Vehicle emissions** - Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g. traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.

The Proposed Project will develop the site for residential uses. Motor vehicle emissions will be generated from vehicles traveling to and from the development site, and from construction equipment to perform the construction activities. Following full project site development, vehicle related emissions including carbon monoxide levels are anticipated to rise slightly due to the increase in the number of trips to and from the site. During construction and post-construction, trucks and equipment are not permitted to idle while not in use or if parked on site.

c. **Dust and odors** - Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under item 17a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.

The Project is not anticipated to produce significant dust or odors during construction, material export, or operation. Any minor odors generated during construction will be typical of those associated with residential development, such as exhaust from diesel or gasoline-powered equipment.

Grading, construction, and material export activities will temporarily generate dust. To mitigate this, BMPs such as dust control by using watering trucks or other methods as agreed to with the City to protect the adjacent neighborhoods will be implemented. The nearby existing residential neighborhoods will be the nearest receptors of dust and odors, which should be monitored throughout the construction process by the Proposer. Odors generated during construction will be mitigated by proper maintenance of the equipment according to the manufacturer's specifications.

18. Greenhouse Gas (GHG) Emissions/Carbon Footprint

a. **GHG Quantification:** For all proposed projects, provide quantification and discussion of project GHG emissions. Include additional rows in the tables as necessary to provide project-specific emission sources. Describe the methods used to quantify emissions. If calculation methods are not readily

available to quantify GHG emissions for a source, describe the process used to come to that conclusion and any GHG emission sources not included in the total calculation.

The projected greenhouse gas (GHG) emissions are provided on an average annual basis using the CO_2 equivalent (CO_2e) and include a best estimate of average annual emissions over the life of the proposed Project. Emissions were estimated using the US Environmental Protection Agency's Simplified GHG Emissions Calculator (SGEC)[19], the EIE's Energy Consumption Survey Dashboards[20], the EPS's Advancing Sustainable Materials Fact Sheet[21], and the Minnesota Pollution Control Agency's (MPCA) annually published Select Committee on Recycling and the Environment (SCORE) report[22]. Estimates are summarized in Tables 19 and 20 by project phase and source type. Direct emissions refer to those under the ownership or control of the reporting company, classified as Scope 1. Indirect emissions stem from sources controlled by other entities but are influenced by the reporting company, like off-site electricity generation. These are classified as Scope 2 or Scope 3.

Table 19. Construction Emissions

Category	Scope	Type of Emission	Emission Sub-type	Emission	Project-related CO_2eEmissions (tons/year)
Direct	1	Combustion - Diesel	Mobile Construction Equipment	N_2O, CH_4	2,869
Direct	1	Combustion - Diesel	Passenger Cars	N_2O, CH_4	13,402
				TOTAL	**16,271**

Table 20. Operational Emissions

Category	Scope	Type of Emission	Emission Sub-type	Emission	Project-related CO_2eEmissions (tons/year)
Indirect	2	Off-Site Electricity Production	Grid-Based	CO_2, N_2O, CH_4	1,371.1
Indirect	3	Off-Site Waste Management	Area	CO_2, CH_4	200
				TOTAL	**1,571.1**

The emissions in Tables 19 and 20 are reported in CO2 short tons (English units), per EQB guidance. Worksheets for each source using the SGEC are provided in Appendix H. Scope 1 emissions calculations reflect an estimate of emissions generated over one year of Phases I and II. Approximately 10 pieces of mobile diesel equipment will be on-site and operate at 144 gallons each per day. Scope 1 emissions also assume that there will be approximately 10 workers who

[19] "Simplified GHG Emissions Calculator," United States Environmental Protection Agency, https://www.epa.gov/climateleadership/simplified-ghg-emissions-calculator

[20] "Residential Energy Consumption Survey (RECS) Dashboard – Site electricity consumption per household," US Energy Information Administration, https://experience.arcgis.com/experience/cbf6875974554a74823232f84f563253?src=%E2%80%B9%20Consumption%20%20%20%20%20%20Residential%20Energy%20Consumption%20Survey%20(RECS)-b1

[21] "Advancing Sustainable Materials Management: 2018 Fact Sheet," Environmental Protection Agency (EPA), https://www.epa.gov/sites/default/files/2021-01/documents/2018_ff_fact_sheet_dec_2020_fnl_508.pdf

[22] "2022 SCORE Report," Minnesota Pollution Control Agency, https://public.tableau.com/app/profile/mpca.data.services/viz/2022SCOREReport/2022SCOREreport

commute an average of 20 miles to the site. Scope 2 and 3 emission calculations assume that the Project Site will feature approximately 317 residential units that utilize off-site electricity production and waste management at levels that are comparable to other residential developments within the State of Minnesota. The Project will utilize energy within the MROW (West) eGRID subregion, which generates energy with 35% coal, 38% wind, 8% nuclear, 13% gas, 4% hydro, and about 1% solar sources.

b. GHG Assessment

i. Describe any mitigation considered to reduce the project's GHG emissions.

The following are potential design strategies and sustainability measures that are under consideration for the proposed development to reduce emissions:

- Use energy efficient appliances, equipment, and lighting
- Energy efficient and electricity-reliant HVAC systems
- Energy efficient and low embodied carbon (LEC) building materials
- Implement waste best management practices (BPMs) and to recycle and compost appropriate material when applicable
- On-site landscaping will absorb water
- Additional native landscaping will be planted to improve local air quality, absorb greenhouse gas emissions, and reduce local urban heat island effect
- Buildings will be constructed with rooftop-ready infrastructure for solar power generation
- Provide electric vehicle ready charging infrastructure

Implementation of the above strategies will be evaluated on a case-by-case basis based on code requirements, feasibility, availability of materials, schedule, and tenant considerations.

ii. Describe and quantify reductions from selected mitigation, if proposed to reduce the project's GHG emissions. Explain why the selected mitigation was preferred.

The potential mitigation listed in Item 18.b.i. was selected to comply with best management practices for new construction and reduce GHG emissions where practicable during operations.

iii. Quantify the proposed projects predicted net lifetime GHG emissions (total tons/# of years) and how those predicted emissions may affect achievement of the Minnesota Next Generation Energy Act goals and/or other more stringent state or local GHG reduction goals.

The project does not have an estimated lifetime. It is estimated that the project will emit a total of 104,526 CO_2e metric tons over the next 50 years. The proposer will evaluate implementing the sustainability measures listed in Item 18.b.i. to reduce operational emissions to the extent practicable. The proposed project will be built in compliance with state regulations and city building codes.

Construction Emissions * Years of Construction + Operational Emissions * 50 Years =

Estimated Cumulative 50 Year Emissions

16,270*1.5 + 1,571*50 = 104,526

19. Noise

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including1) existing noise levels/sources in the area, 2) nearby sensitive receptors, 3) conformance to state noise standards, and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

The Project will be developed in phases with the portion of the site north of Cascade Creek being developed first. Both phases of development will commence with mass site grading. A temporary increase in noise level will occur during this phase and the noise level intensity will vary based on the type of construction equipment used. Typical noise levels associated with different types of equipment are provided in Table 21. To minimize the potential effects of noise pollution, construction volumes and work hours will be limited to those established by the City of Rochester's ordinances, which will be identified during the land use permitting process. Construction hours will be limited to daytime hours, with additional restrictions to comply with all local and state rules and ordinances. During construction of the Project, there will be additional noise generated beyond existing conditions.

Post-construction, the site will likely generate an increase in noise over existing conditions and will be roughly equivalent to the levels generated by the residential developments to the west, east, and south of the Project Site. However, the site is guided for urban development, so this increase is anticipated. The Minnesota Pollution Control Agency (MPCA) enforces noise standards (Minnesota Rules Chapter 7030). Table 22 is a summary of the statutory noise limit standards for residential (NAC1) areas.

Table 21. Statutory Noise Limit Standards

Use	Daytime (7 am – 10 pm)		Nighttime (10 pm – 7 am)	
	L_{10}*	L_{50}**	L_{10}	L_{50}
Residential (NAC1)	65 dBA	60 dBA	55 dBA	50 dBA

Source: Minnesota Pollution Control Agency (2015). A Guide to Noise Control in Minnesota. https://www.pca.state.mn.us/sites/default/files/p-gen6-01.pdf

*L_{10} calculation is the noise level that is exceeded for 10% of an hour.

**L_{50} calculation is the noise level exceeded for 50% of an hour.

The Project is required to operate in compliance with Minnesota Noise Standards. If noise impacts are determined to be above the state standards, potential contributions will be assessed to pinpoint primary sources and determine optimal methods for noise reduction.

20. Transportation

a. Describe traffic-related aspects of project construction and operation. Include: 1) existing and proposed additional parking spaces, 2) estimated total average daily traffic generated, 3) estimated maximum peak hour traffic generated and time of occurrence, 4) indicate source of trip generation rates used in the estimates, and 5) availability of transit and/or other alternative transportation modes.

The Project Site is located south of CSAH 34/Country Club Rd SW, west of 45th Ave SW, north of 8th St SW, and east of CSAH 44/60th Ave SW. The existing land use is agricultural.

The proposed development consists of 317 single-family dwelling units for senior adults, each with off-street parking. An additional approximately 60 parking stalls will be provided near the Amenity Center for resident and guest parking.

A Traffic Impact Study was completed for the Proposed Project by Alliant Engineering, dated August 8, 2025, and the full memo is provided in Appendix I. Table 22: Trip Generation Summary provides the estimated total average daily traffic generated by the Project. The analysis was completed using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The applicable land use was determined to be 251: Senior Adult Housing – Single-Family.

Table 22: Trip Generation Summary

ITE Code	Land Use	Dwelling Units	Daily Trips	Trips Generated	
				AM Peak	PM Peak
251	Single-Family Senior Adult Housing	317	1,366	76	95

The estimates above do not include internal capture or bypass trip reductions. The maximum peak hour traffic for the development is 95 trips, which would occur during a single hour between 4:00 and 6:00 p.m.

Local bus route 408 passes through the neighborhood north of Country Club Road to the west of W Circle Drive, passing through the intersection of W Circle Drive & Country Club Road. As the area continues to develop there may be opportunities to expand bus routes, but none are planned for near the development at this time.

Existing sidewalks are present along both sides of 45th Avenue SW north of Country Club Road, but not to the south along the development boundary. Sidewalk is also present along both sides of 8th Street SW, but only one-third of a mile east of the 45th Avenue SW & 8th Street SW intersection. There will be sidewalks on both sides of streets within the development.

b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system.*If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW.* Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 *(available at: http://www.dot.state.mn.us/accessmanagement/resources.html)* or a similar local guidance

Based on the traffic operations analysis of existing year 2025, forecast year 2027, and forecast year 2037, all study intersections operate adequately under existing AM and PM peak hours. The signalized intersection of W Circle Drive NW & Country Club Road SW operates at overall intersection level of service (LOS) C or better. All other intersections operate acceptably with overall intersection LOS A and minimal side-street delay (LOS A) except for W Circle Drive NW & Berkshire Road SW / Fairway Ridge Lane SW which operates with a side-street delay of LOS C.

Overall, the proposed development is expected to have a minimal impact on the existing transportation system. All unsignalized intersections, including the proposed access locations, are expected to continue operating at LOS A with minimal side-street delay after construction of the Project. The signalized intersection of W Circle Drive NW & Country Club Road SW is expected to continue operating at overall intersection LOS C or better.

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.

Given that the existing transportation network is expected to operate acceptably with the new development trips, no mitigation is needed to address or minimize project related transportation effects. The following are offered for consideration:

Country Club Road SW & 45th Avenue SW

- A westbound left-turn lane is not present at the Country Club Road SW & 45th Avenue SW intersection, and based on the traffic operations analysis is not needed for the intersection to operate at overall LOS A. However, the increased number of westbound left-turns may warrant consideration of a dedicated left-turn lane to maintain safe operations.

45th Avenue SW & 8th Street SW

- Eastbound and westbound 8th Street SW approaches are currently controlled by a stop sign (through/stop traffic control). Despite increased volumes, the northbound and southbound crossing movements remain higher, and 8th Street SW should remain stop controlled.

21. Cumulative potential effects

(Preparers can leave this item blank if cumulative potential effects are addressed under the applicable EAW Items)

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

Any environmental impacts must comply with all Federal, State, and local rules and regulations and appropriate permits must be obtained. Required mitigation measures and permit conditions must be followed. Potential impacts outside the permitting process have been properly evaluated as part of this EAW. Therefore, there are no cumulative impacts from the Proposed Project anticipated provided proper mitigation is followed.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The Project Site is surrounded by a mix of agricultural and residential uses, which are guided as Urban Reserve for expected growth beyond 2050. There are no other known immediate development plans, but future development in the area is likely.

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

Development of the Proposed Project is not anticipated to cause adjacent development activities. The surrounding area is planned for near term urban expansion and continued large lot development uses. Urban expansion may trigger the need for additional environmental review processes in the future. Given the information contained within this EAW analysis, there are no known impacts that are not addressed through recommended mitigation within this review.

22. Other potential environmental effects

If the project may cause any additional environmental effects not addressed by items 1 to 19, describe the effects here, discuss the how the environmentwill be affected, and identify measures that will be taken to minimize and mitigate these effects.

No additional environmental effects have been identified.

RGU CERTIFICATION. *(The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.)*

I hereby certify that:

- The information contained in this document is accurate and complete to the best of myknowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9c and 60,respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

Signature_____ Date _____

Title _____

APPENDICES

Appendix A: Figures

Appendix B: Agency Correspondence

Appendix C: Geotechnical Evaluation Report

Appendix D: Desktop and Field Verification Decorah Edge Study

Appendix E: Wetland Delineation Report

Appendix F: Phase I Environmental Site Assessment

Appendix G: Phase II Environmental Site Assessment

Appendix H: Greenhouse Gas (GHG) Calculator Analysis

Appendix I: Traffic Impact Study

APPENDIX A

Figures

Figure 1. Project Location

Figure 2. USGS Topo Map

Figure 3. Concept Plan

Figure 4. Average Annual Temperature

Figure 5. Projected Average Annual Temperature

Figure 6. Average Annual Precipitation

Figure 7. Projected Average Annual Precipitation

Figure 8. Land Use Designation

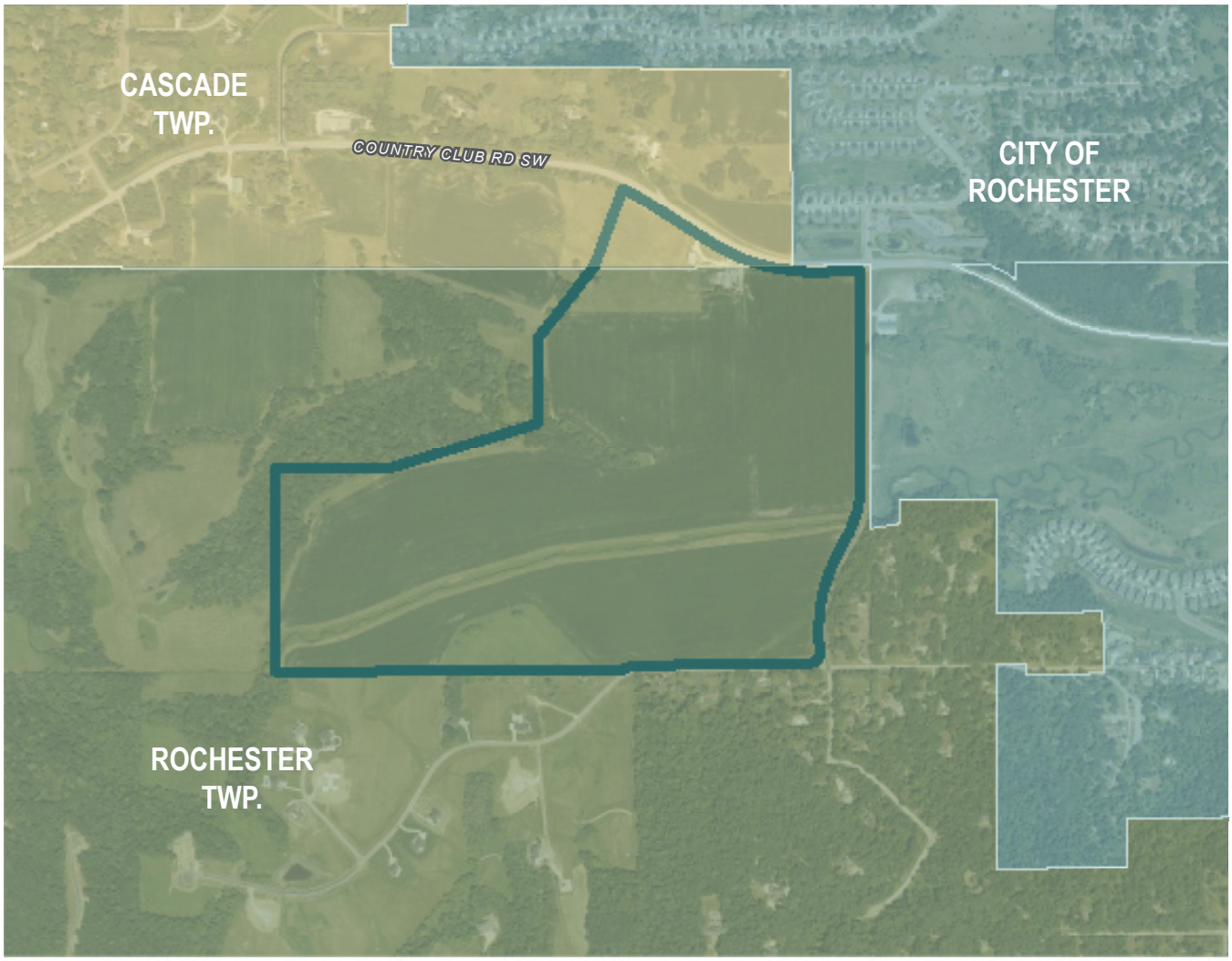
Figure 9. Urban Area Growth Map

Figure 10. NRCS Soil Classifications

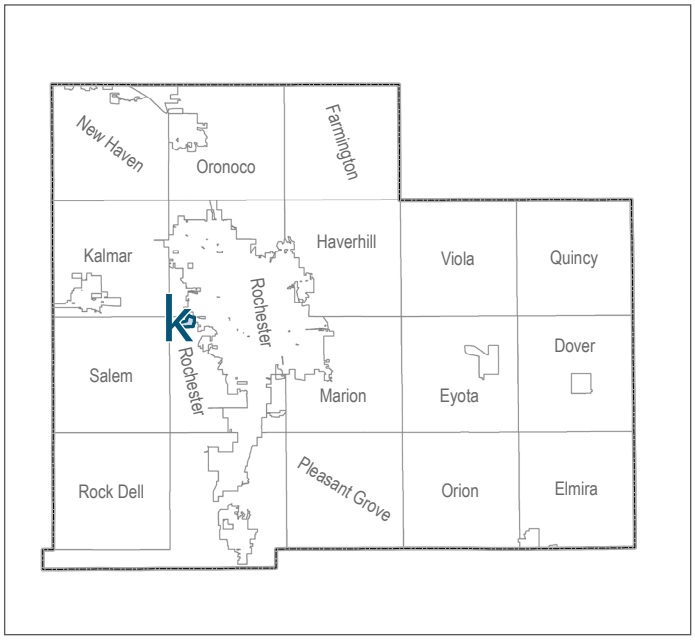
Figure 11. MLCCS

Figure 12. Sanitary Sewer

FIGURE 1. PROJECT LOCATION



0 250 500 1,000 Feet



COUNTY: OLMSTED

TOWNSHIPS:

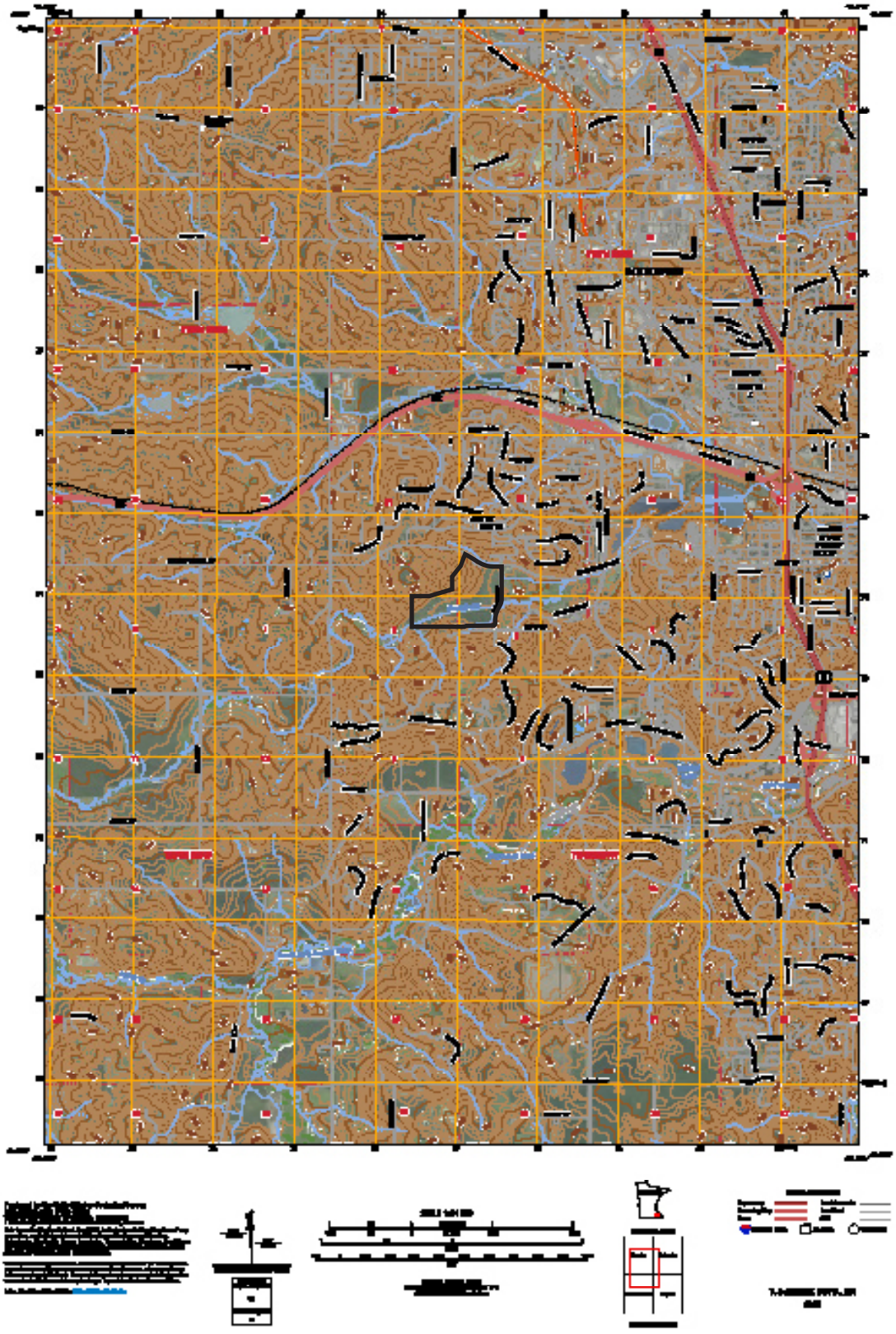
- CASCADE TWP
- ROCHESTER TWP (TO BE ANNEXED TO CITY OF ROCHESTER)

PIDs:

- 640522041608
- 640611084153 (PARTIAL)
- 743233081149 (PARTIAL)

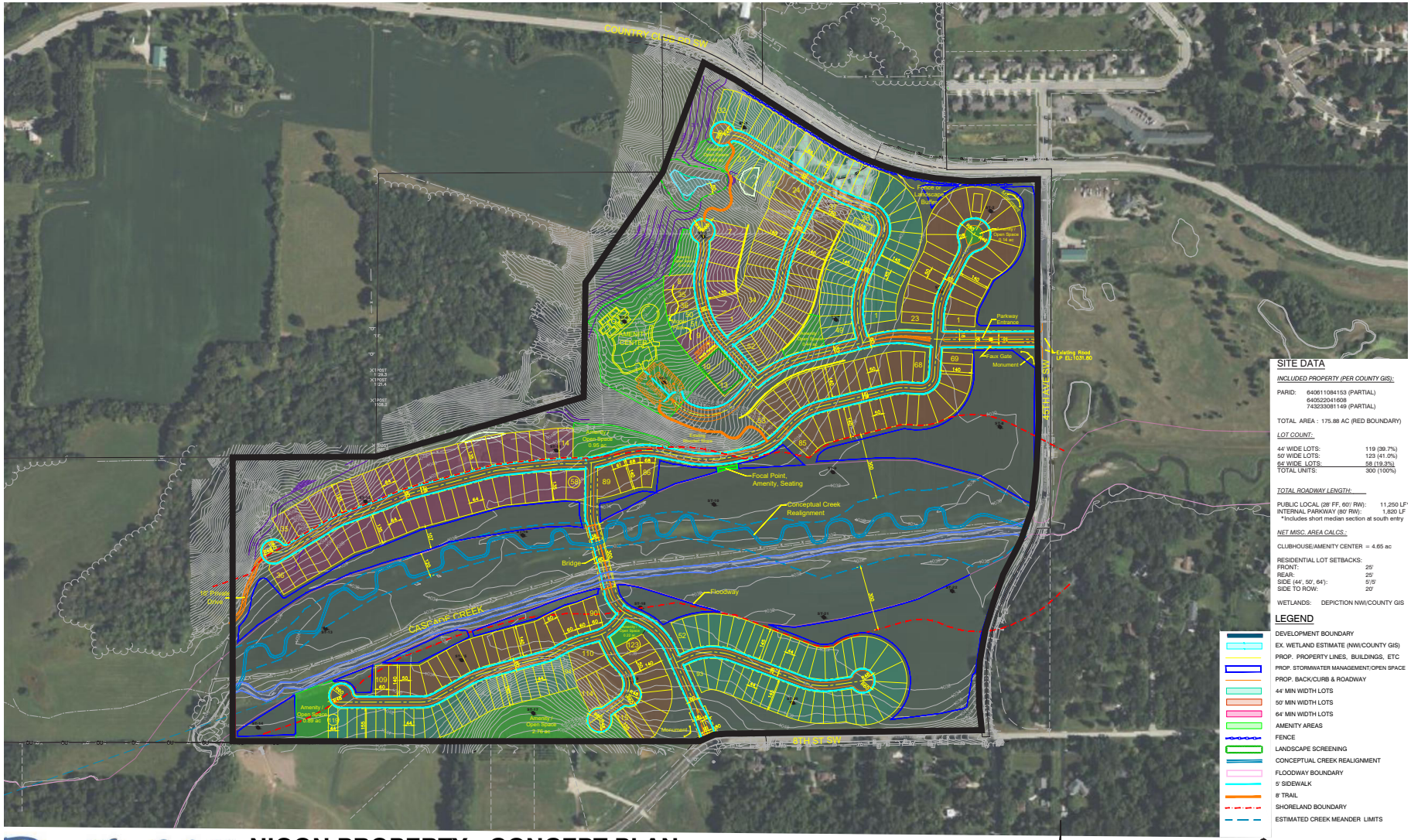
Sources: USGS National Map, Olmstead County GIS

FIGURE 2. USGS TOPO



Source: USGS

FIGURE 3. CONCEPT PLAN



Del Webb®

NIGON PROPERTY - CONCEPT PLAN

ROCHESTER, MINNESOTA

ALLIANT ENGINEERING
733 Marquette Ave, Ste 700
Minneapolis, MN 55402
612.758.3080 MAIN
612.758.3099 FAX
www.alliant-inc.com

FIGURE 4. AVERAGE ANNUAL TEMPERATURE

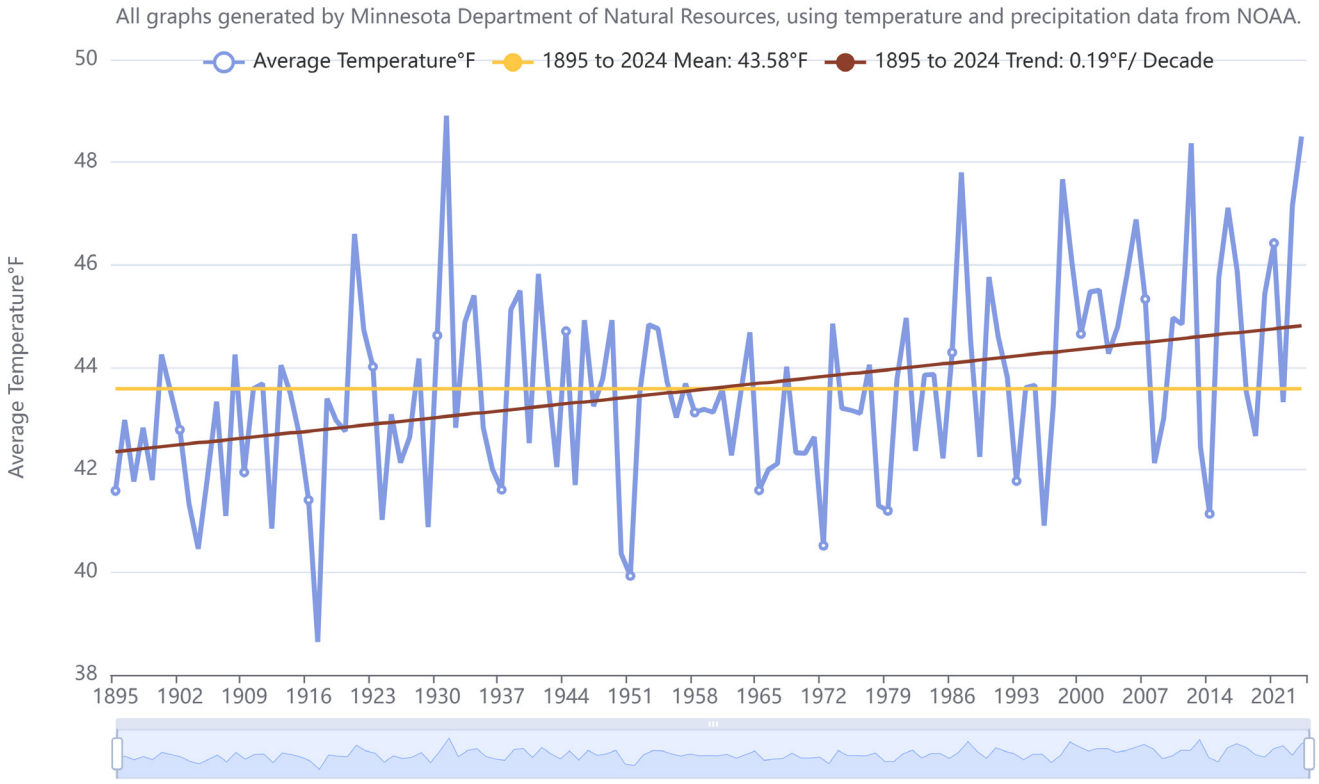
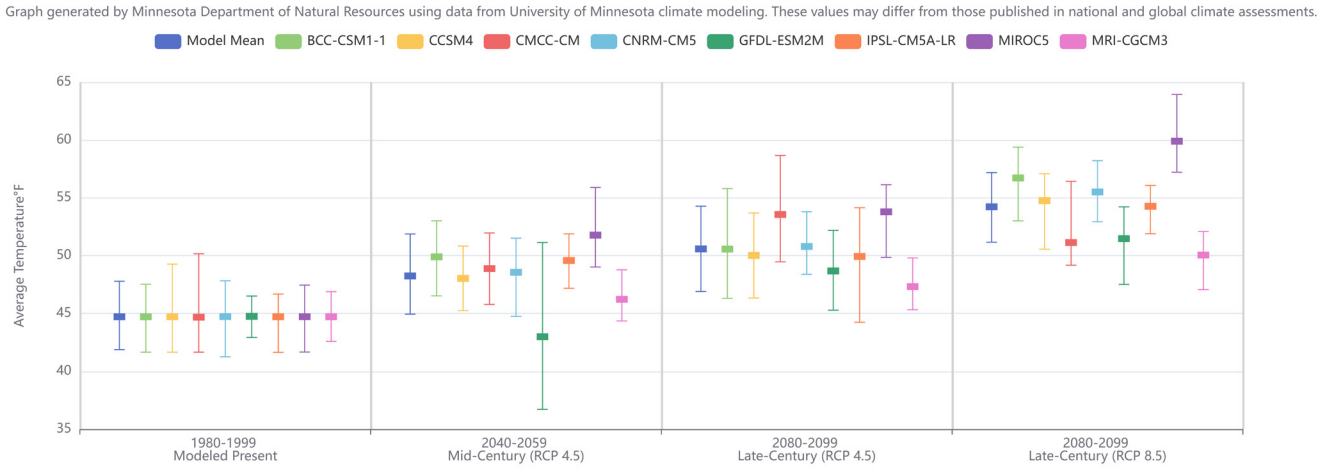


FIGURE 5. PROJECTED AVERAGE ANNUAL TEMPERATURE



Source: *MNDNR Minnesota Climate Explorer Tool, available at https://arcgis.dnr.state.mn.us/climateexplorer/*

FIGURE 6. AVERAGE ANNUAL PRECIPITATION

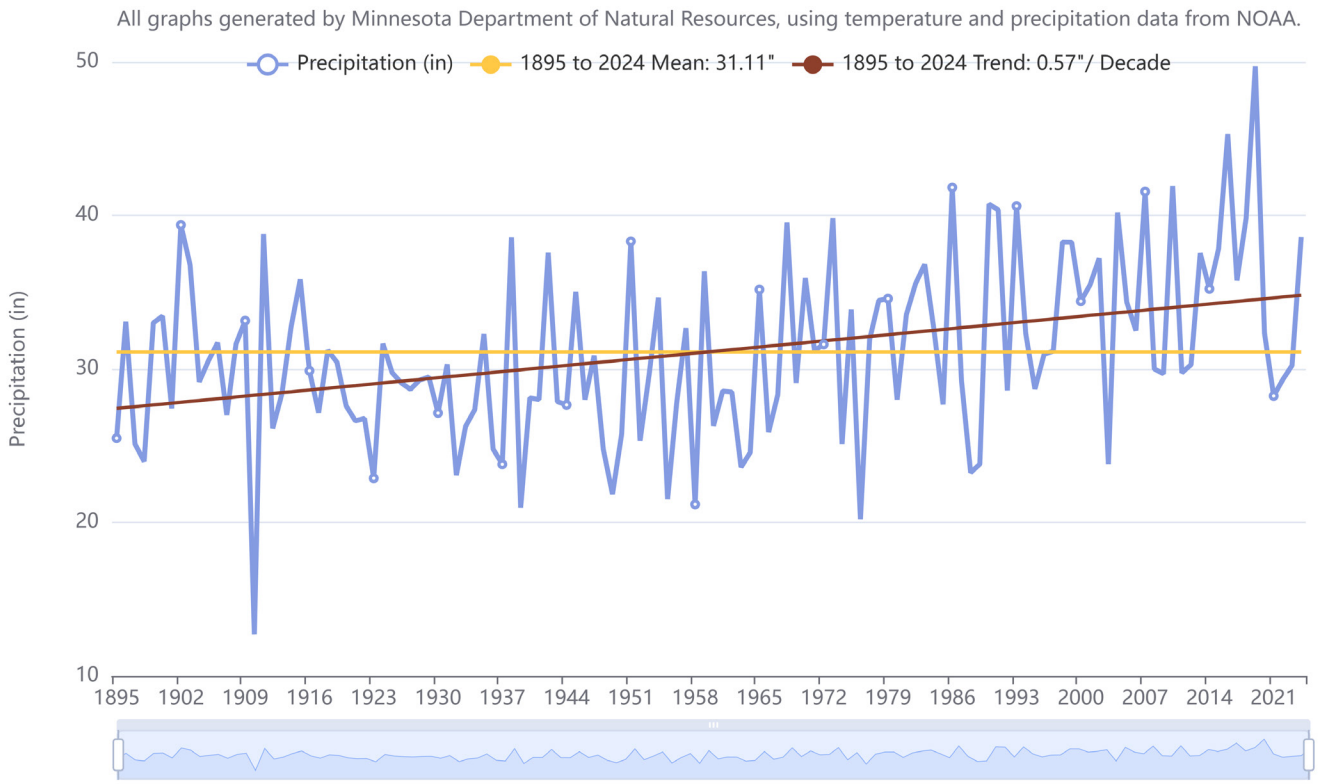
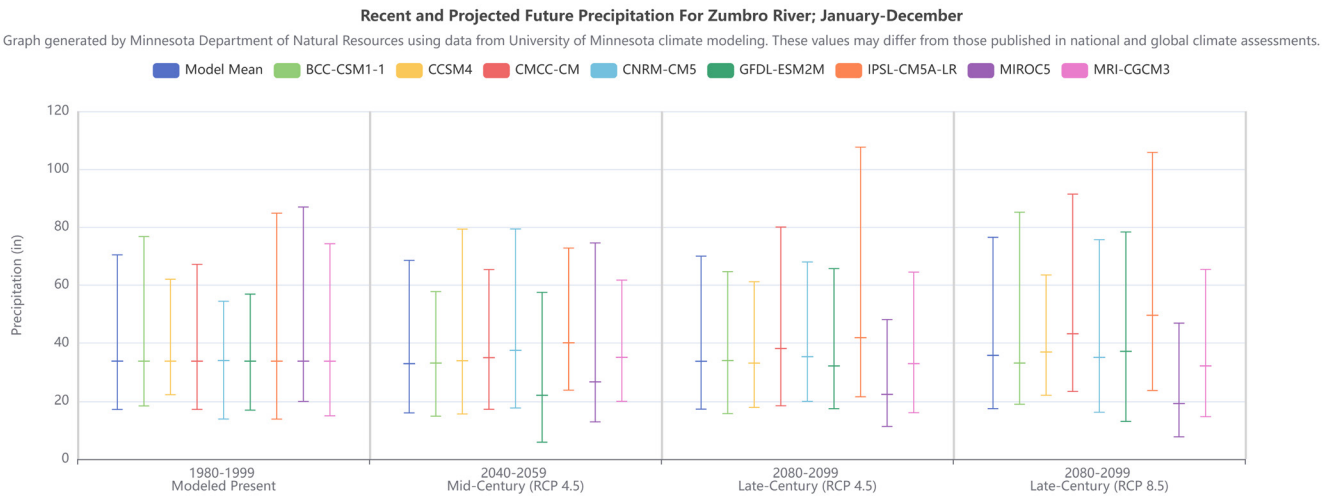
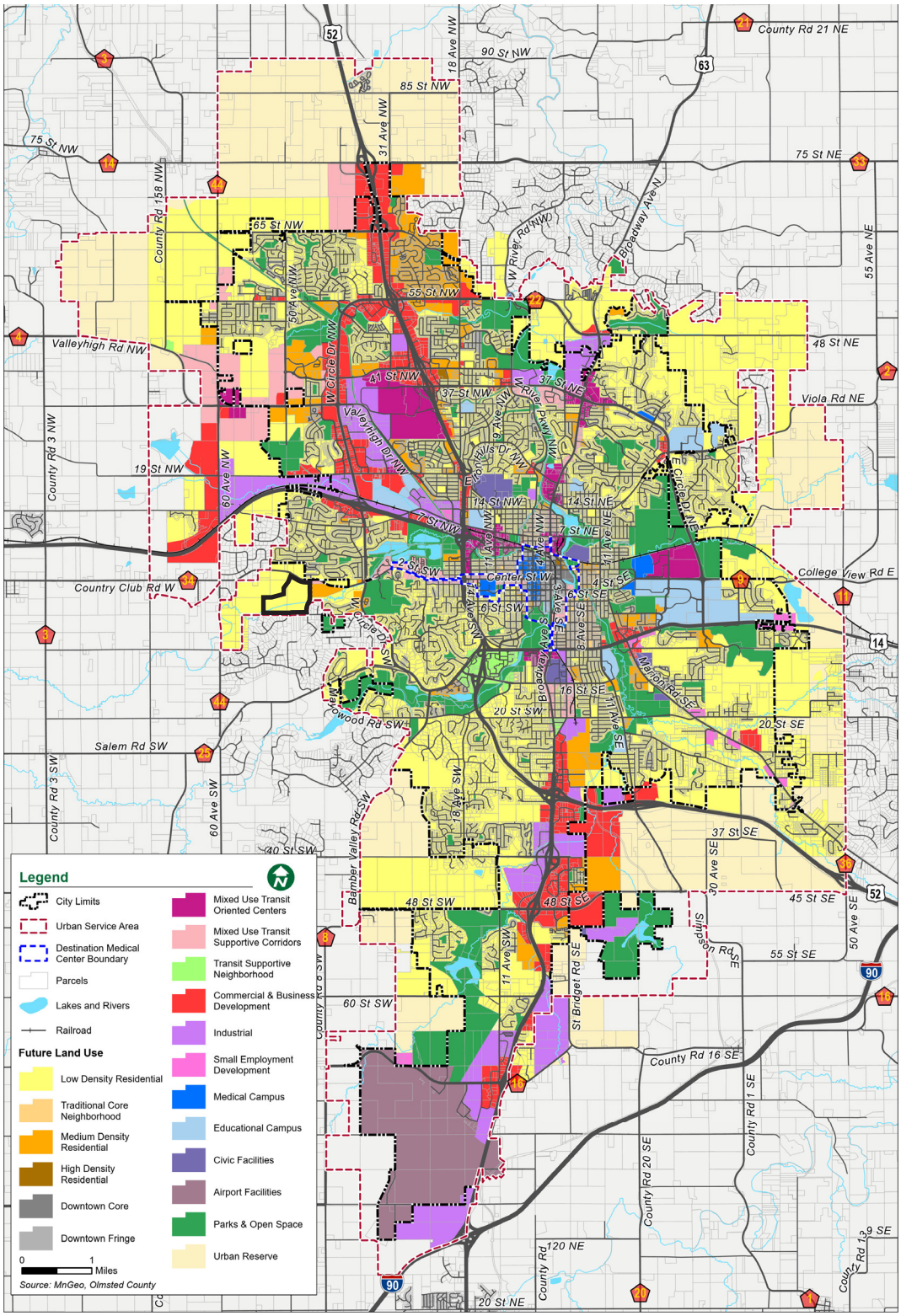


FIGURE 7. PROJECTED AVERAGE ANNUAL PRECIPITATION



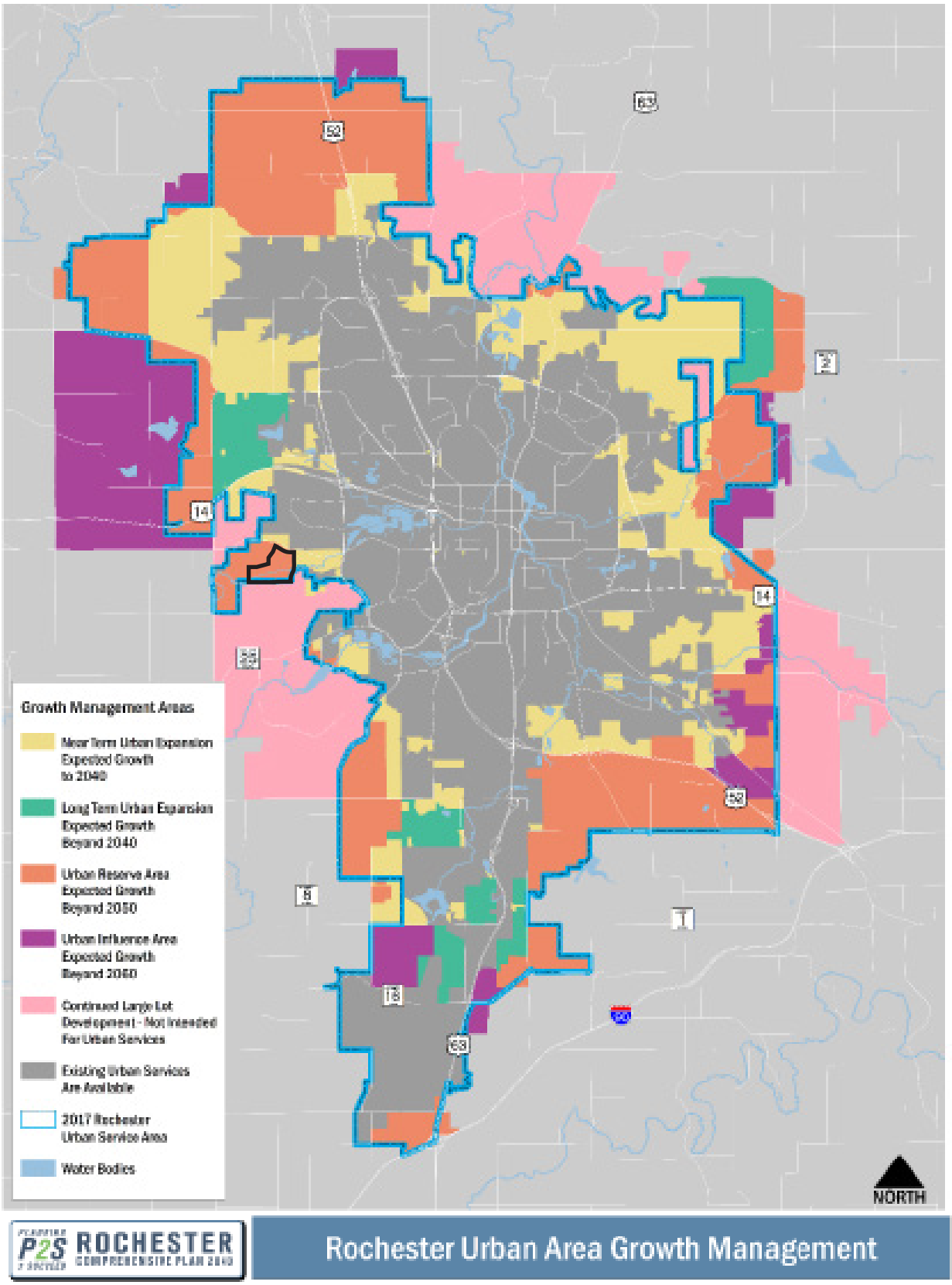
Source: MNDNR Minnesota Climate Explorer Tool, available at https://arcgis.dnr.state.mn.us/climateexplorer/

FIGURE 8. LAND USE DESIGNATION



Source: City of Rochester Comprehensive Plan

FIGURE 9. URBAN AREA GROWTH MAP



Source: *Rochester Comprehensive Plan 2040*

FIGURE 10. NRCS SOIL CLASSIFICATIONS

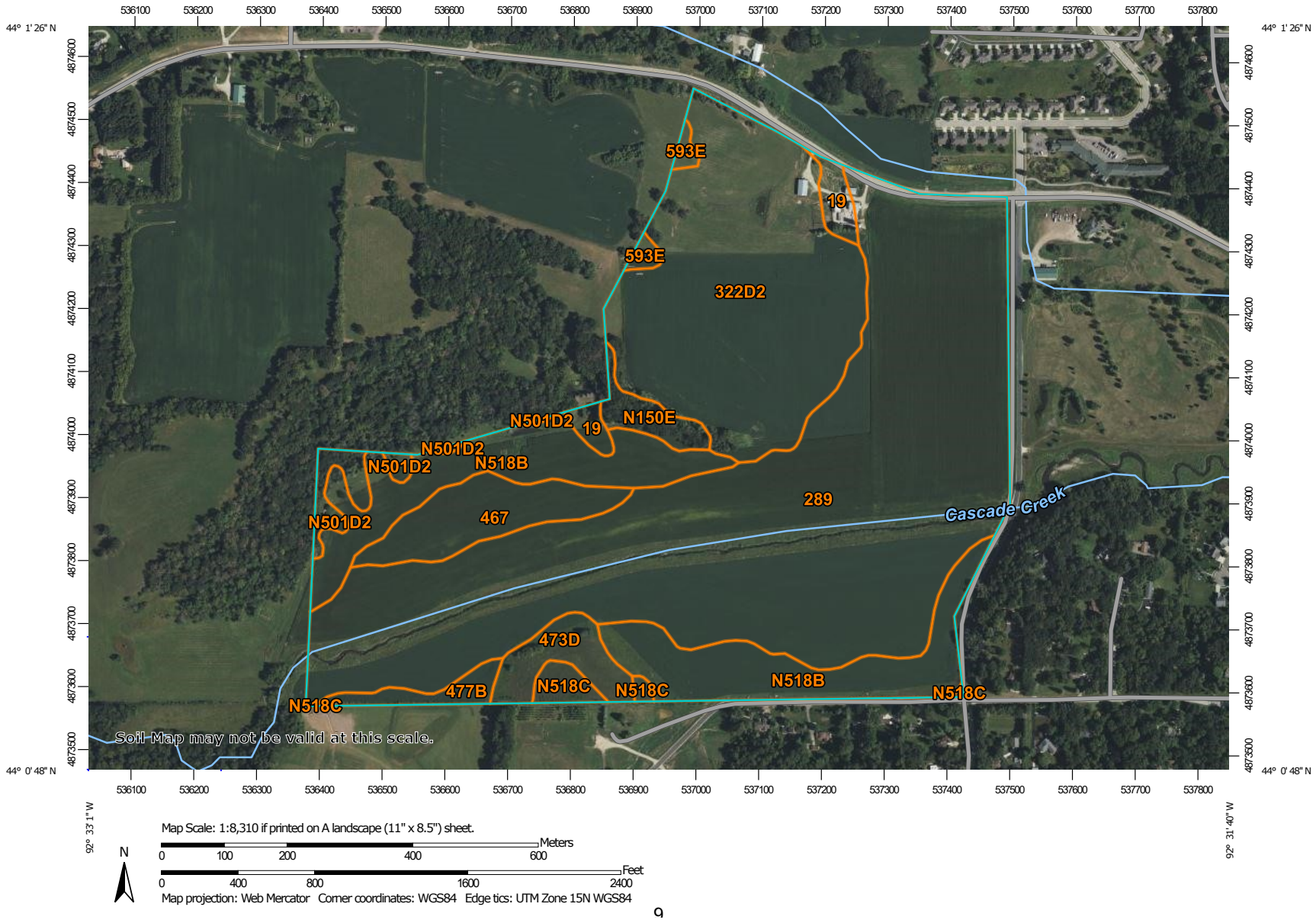


FIGURE 10. NRCS SOIL CLASSIFICATIONS (CONT.)

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Olmsted County, Minnesota
Survey Area Data: Version 19, Sep 7, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

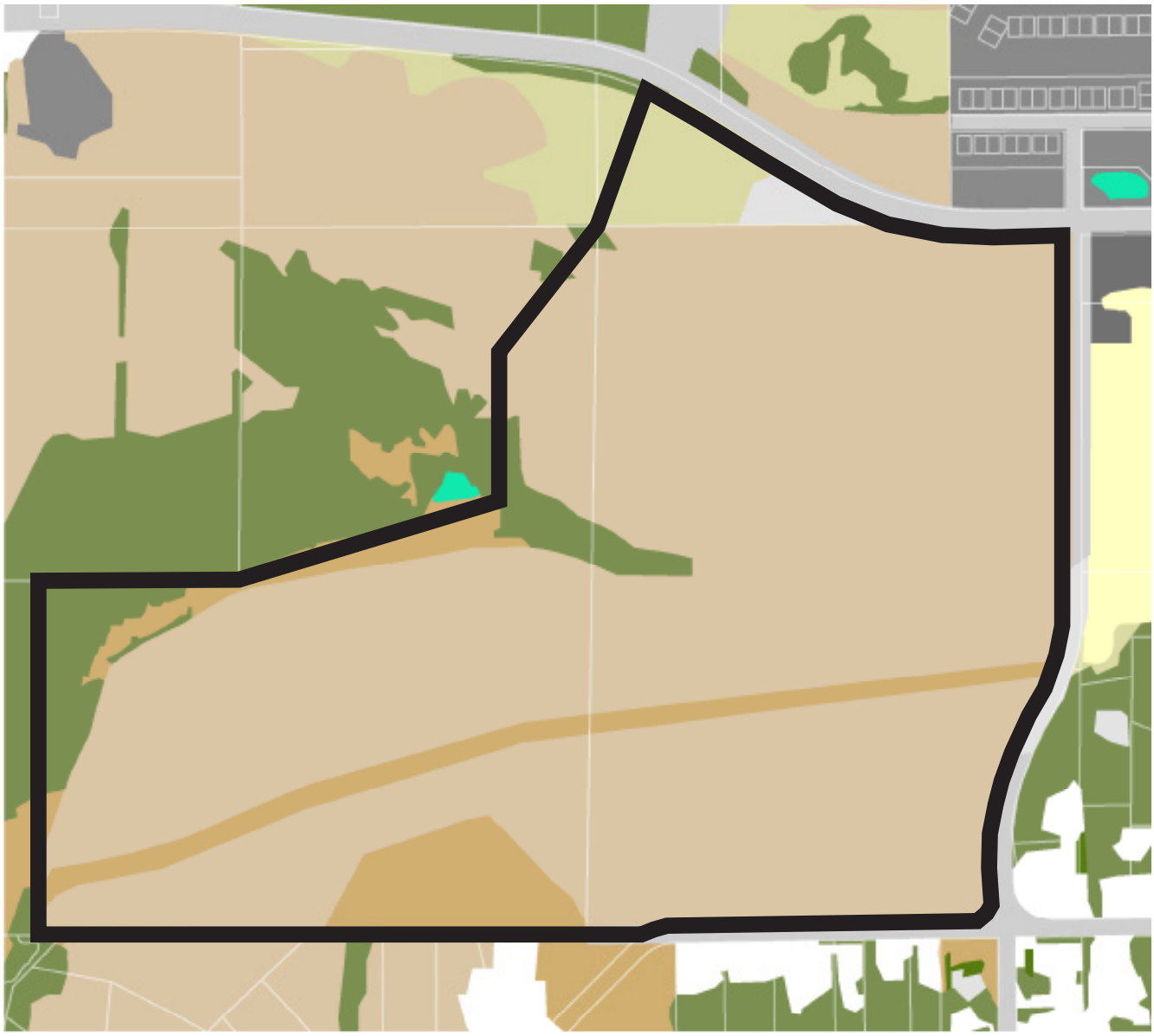
Date(s) aerial images were photographed: Aug 17, 2020—Sep 2, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

FIGURE 10. NRCS SOIL CLASSIFICATIONS (CONT.)

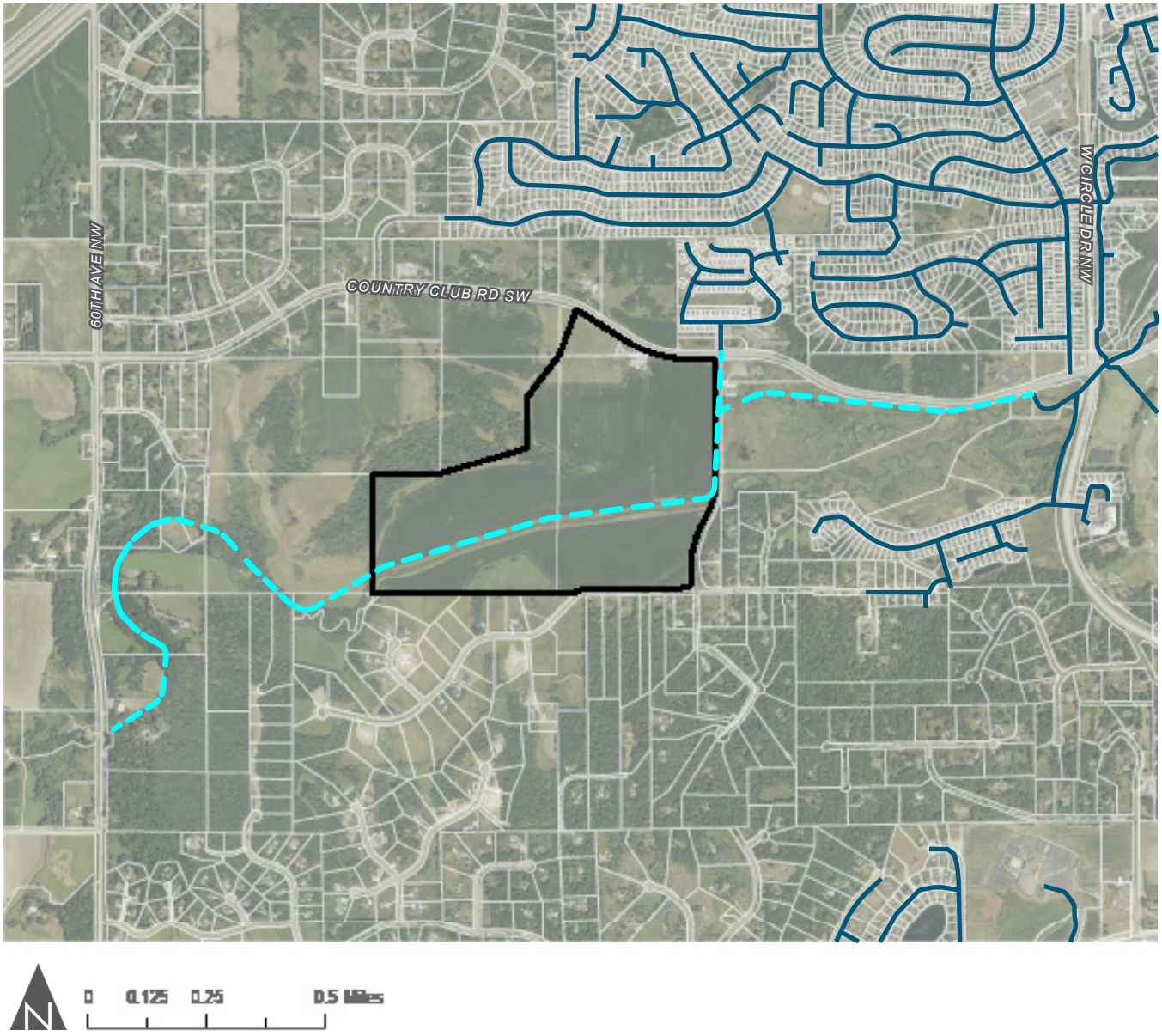
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
19	Chaseburg silt loam, moderately well drained, 0 to 2 percent slopes	2.4	1.3%
289	Radford silt loam	90.6	50.8%
322D2	Timula silt loam, 12 to 20 percent slopes, moderately eroded	38.8	21.7%
467	Sawmill silty clay loam	7.7	4.3%
473D	Dorerton loam, 12 to 25 percent slopes	4.2	2.4%
477B	Littleton silt loam, 1 to 4 percent slopes	2.1	1.2%
593E	Elbaville silt loam, 18 to 30 percent slopes	1.0	0.5%
N150E	Brodale channery loam, deep, 20 to 30 percent slopes	2.4	1.4%
N501D2	Downs silt loam, 12 to 18 percent slopes, moderately eroded	2.5	1.4%
N518B	Lindstrom silt loam, 2 to 6 percent slopes	25.2	14.1%
N518C	Lindstrom silt loam, 6 to 12 percent slopes	1.7	0.9%
Totals for Area of Interest		**178.5**	**100.0%**

FIGURE 11. MLCCS



Source: MNDNR, Olmstead County GIS

FIGURE 12. SANITARY SEWER



LEGEND

- Property Boundary
- Existing Sanitary Sewer
- Proposed Sanitary Sewer Extension

Source: Olmstead County GIS, City of Rochester, MNGEO

APPENDIX B

Agency Correspondence

Formal Natural Heritage Review - Cover Page

See next page for results of review. A draft watermark means the project details have not been finalized and the results are not official.

Project Name: Nigon Property

Project Proposer: Pulte Group

Project Type: Development, Residential

Project Type Activities: Tree Removal;Structure Removal or Bridge Removal;Waterbody or watercourse impacts (e.g., dewatering, discharge, excavation, fill, runoff, sedimentation, changes in hydrology));Wetland impacts (e.g., dewatering, tiling, drainage, discharge, excavation, fill, runoff, sedimentation, changes in hydrology)

TRS: T106 R14 S5, T106 R14 S6, T107 R14 S32

County(s): Olmsted

DNR Admin Region(s): Central

Reason Requested: Federal Environmental Assessment/Environmental Impact Assessment

Project Description: Pulte Group is proposing to develop approximately 175.91-acres into 323 single-family residential lots. The site was previously utilized for agricultural ...

Existing Land Uses: The majority of the site was used for agricultural production with some vacant/open space areas.

Landcover / Habitat Impacted: The site will be fully developed with single-family residential uses with some amenity and gathering spaces. The project will include protection of the ...

Waterbodies Affected: Cascade Creek runs diagonally through the southern portion of the site. There is also one identified wetland on the site. The proposed development plan ...

Groundwater Resources Affected: No groundwater resource impacts are anticipated at this time.

Previous Natural Heritage Review: No

Previous Habitat Assessments / Surveys: No

SUMMARY OF AUTOMATED RESULTS

Category	Results	Response By Category
Project Details	Comments	Tree Removal - Recommendations
Ecologically Significant Area	Comments	Protected Wetlands: Calcareous Fens
State-Listed Endangered or Threatened Species	No Comments	No Further Review Required
State-Listed Species of Special Concern	Comments	Recommendations

Category	Results	Response By Category
Federally Listed Species	Comments	Visit IPaC for Federal Review RPBB High Potential Zone

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793

In Reply Refer To: 06/16/2025 14:37:13 UTC
Project code: 2025-0109502
Project Name: Nigon Rochester

Federal Nexus: no

Federal Action Agency (if applicable):

Subject: Technical Assistance letter for 'Nigon Rochester' for rusty patched bumble bee that may occur in your proposed project location consistent with the Rusty Patched Bumble Bee Range Wide Determination Key (RPBB DKey).

Dear Kimberly Zlimen:

This letter records your determination using the RPBB DKey within the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (USFWS) on **June 16, 2025**, for 'Nigon Rochester' (here forward, Project). This project has been assigned Project Code '2025-0109502' and all future correspondence should clearly reference this number. **Please carefully review this letter. Your Endangered Species Act (Act) requirements are not complete.**

Ensuring Accurate Determinations When Using IPaC Determination Keys

The USFWS developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). All information submitted by the Project proponent into the IPaC must accurately represent the full scope and details of the Project. **Failure to accurately represent or implement the Project as detailed in IPaC or the RPBB DKey, invalidates this letter.**

Determination for the Rusty Patched Bumble Bee

Based on your answers and the assistance of the USFWS' RPBB DKey, you made the following effect determination for the proposed Action:

Species	Listing Status	Determination
Rusty Patched Bumble Bee (*Bombus affinis*)	Endangered	May affect

Coordination with the USFWS is not complete. Further coordination with the USFWS is recommended for the rusty patched bumble bee. Please email the local USFWS Ecological Services Field Office and attach a copy of this letter, so we can discuss methods to avoid or minimize potential adverse impacts.

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination key for the rusty patched bumble bee **does not** apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Northern Long-eared Bat *Myotis septentrionalis* Endangered
- Prairie Bush-clover *Lespedeza leptostachya* Threatened
- Tricolored Bat *Perimyotis subflavus* Proposed Endangered
- Western Regal Fritillary *Argynnis idalia occidentalis* Proposed Threatened
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

Critical Habitats:

- Rusty Patched Bumble Bee Bombus affinis Endangered

Coordination with the USFWS is advised for any species and/or critical habitat listed above.

You should coordinate with our Office to determine whether the Action may affect the species and/or critical habitat listed above and if further consultation is required. Note that reinitiation of consultation would be necessary if a new species is listed or critical habitat designated that may be affected by the identified action before it is complete.

If you have any questions regarding this letter or need further assistance, please contact the local Ecological Services Field Office and reference Project Code ‘2025-0109502’ associated with this Project. See the top of this letter for the Project Code.

Additional Information

Sufficient project details: Please provide sufficient project details on your project homepage in IPaC (Define Project, Project Description) to support your conclusions. Failure to disclose important aspects of your project that would influence the outcome of your effects determinations may negate your determinations and invalidate this letter. If you have site-specific information that leads you to believe a different determination is more appropriate for your project than what the Dkey concludes, you can and should proceed based on the best available information.

Future project changes: The Service recommends that you contact the local Ecological Services Field Office or re-evaluate the project in IPaC if: 1) the scope or location of the proposed Action is changed; 2) new information reveals that the action may affect rusty patched bumble bee in a manner or to an extent not previously considered; 3) the Action is modified in a manner that

causes effects to rusty patched bumble bee; or 4) or critical habitat is designated. If any of the above conditions occur, additional consultation with the Service should take place before project changes are final or resources are committed.

Species-specific information

Bald and Golden Eagles: Bald eagles, golden eagles, and their nests are protected under the Bald and Golden Eagle Protection Act (54 Stat. 250, as amended, 16 U.S.C. 668a-d) (Eagle Act). The Eagle Act prohibits, except when authorized by an Eagle Act permit, the "taking" of bald and golden eagles and defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The Eagle Act's implementing regulations define disturb as "… to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, (1) injury to an eagle, (2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

If you observe a bald eagle nest in the vicinity of your proposed project, you should follow the National Bald Eagle Management Guidelines (May 2007). For more information on eagles and conducting activities in the vicinity of an eagle nest, please visit our regional eagle website or contact the local Ecological Services Field Office. If the Action may affect bald or golden eagles, additional coordination with the Service under the Eagle Act may be required.

Action Description
You provided to IPaC the following name and description for the subject Action.

1. Name

Nigon Rochester

2. Description

The following description was provided for the project 'Nigon Rochester':

> Redevelopment of 176 acres of agricultural land for development of 323 single-family residential units in 2026/2027 in Rochester, Minnesota.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@44.018007850000004,-92.53936595762345,14z



QUALIFICATION INTERVIEW

1. Is the action authorized, funded, or being carried out by a Federal agency?

   No

2. Does the action area overlap with a rusty patched bumble bee high potential zone?

   Automatically answered
   Yes

3. Does the action include - or is it reasonably certain to cause - intentional take of rusty patched bumble bee (rusty patched bumble bee) that is not covered under a scientific recovery permit under section 10(A)1(a) of the Endangered Species Act or under a cooperative agreement with a state agency?

   Note: This could include, for example, surveys or studies that include handling or capture of the species. Whether "Project Review" surveys using USFWS protocols were conducted as part of the action is addressed later in this key.

   No

4. Does the action include – or is it reasonably certain to result in – construction of one or more new roads or rail lines that will increase vehicle traffic in a rusty patched bumble bee HPZ?

   Yes

IPAC USER CONTACT INFORMATION

Agency:	Private Entity
Name:	Kimberly Zlimen
Address:	550 Vandalia Street
Address Line 2:	Suite 205
City:	St. Paul
State:	MN
Zip:	55114
Email	kzlimen@swansonhaskamp.com
Phone:	6123967618

DEPARTMENT OF NATURAL RESOURCES

Minnesota Department of Natural Resources
Division of Ecological & Water Resources
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025

February 17, 2025

Project ID: MCE #2025-00152

Jennifer Haskamp
Swanson Haskamp Consulting, LLC
246 S Albert Street
Saint Paul, MN 55105

RE: Automated Natural Heritage Review of the proposed Nigon Property
See Cover Page for location and project details.

Dear Jennifer Haskamp,

As requested, the above project has been reviewed for potential effects to rare features. Based on this review, the following rare features may be adversely affected by the proposed project:

Project Type and/or Project Type Activity Comments

- The Natural Heritage Information System (NHIS) tracks bat roost trees and hibernacula plus some acoustic data, but this information is not exhaustive. Even if there are no bat records listed below, all of Minnesota's bats, including the federally endangered northern long-eared bat (*Myotis septentrionalis*), can be found throughout Minnesota. During the active season (approximately April-November) bats roost underneath bark, in cavities, or in crevices of both live and dead trees. Tree removal can negatively impact bats by destroying roosting habitat, especially during the pup rearing season when females are forming maternity roosting colonies and the pups cannot yet fly. To minimize these impacts, the DNR recommends that tree removal be avoided from June 1 through August 15.

Ecologically Significant Area

- One or more calcareous fens have been documented in the vicinity of the proposed project. A calcareous fen is a rare and distinctive peat-accumulating wetland that is legally protected in Minnesota. Many of the unique characteristics of calcareous fens result from the upwelling of groundwater through calcareous substrates. Because of this dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away. Calcareous fens are fragile and may be impacted by activities within the fen, activities that affect surface water flows (e.g., stormwater flow/runoff, erosion), or activities that affect groundwater hydrology (e.g., groundwater pumping, contamination, or discharge). For more information regarding calcareous fens, please see the Calcareous Fen Fact Sheet. To minimize stormwater impacts, please refer to the Minnesota Pollution Control Agency's General Principles for Erosion Prevention and Sediment Control in the Minnesota Stormwater Manual. Please note that calcareous fens are "Special Waters"

and a buffer zone may be required.

Depending on the distance to the calcareous fen(s), additional guidance may be provided below if you indicated that potential project activities include wetland impacts or groundwater impacts. **If you did not correctly identify wetland or groundwater impacts as part of your project, this impact analysis may be incorrect.**

State-Listed Endangered or Threatened Species

No state-listed endangered or threatened species have been documented in the vicinity of the project.

State-Listed Species of Special Concern

Taxonomic Group	Common Name	Scientific Name	Water Regime	Habitat	Federal Status
Vertebrate Animal	Bell's Vireo	Vireo bellii		Upland Prairie, Wet Meadow/Carr, Lowland Prairie	
Vertebrate Animal	Black Redhorse	Moxostoma duquesnei		Small Rivers and Streams, Medium Rivers and Streams	

- The above table identifies state-listed species of special concern that have been documented in the vicinity of your project. If suitable habitat for any of these species occurs within your project footprint or activity impact area, the project may negatively impact those species. To avoid impacting state-listed species of special concern, the DNR recommends modifying the location of project activities to avoid suitable habitat or modifying the timing of project activities to avoid the presence of the species. Please visit the DNR Rare Species Guide for more information on the habitat use of these species and recommended measures to avoid or minimize impacts. Species-specific comments, if any, appear below.

Federally Listed Species

- One or more federally listed species may be impacted by the proposed project. To ensure compliance with federal law, the DNR recommends that you conduct a federal regulatory review using the U.S. Fish & Wildlife Service online IPaC tool.
- The area of interest overlaps with a U.S Fish and Wildlife Service (USFWS) Rusty Patched Bumble Bee High Potential Zone. The rusty patched bumble bee *(Bombus affinis)* is federally listed as endangered and is likely to be present in suitable habitat within High Potential Zones. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The rusty patched bumble bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. If applicable, the DNR recommends reseeding disturbed soils with native species of grasses and forbs using BWSR Seed Mixes or MnDOT Seed Mixes. To ensure compliance with federal law, please conduct a federal regulatory review using the U.S. Fish and Wildlife Service's online Information for Planning and Consultation (IPaC) tool. Please note that all projects, regardless of whether there is a federal nexus, are subject to federal take prohibitions. The IPaC review will determine if prohibited take is likely to occur and, if not, will generate an automated letter. The USFWS RPBB guidance provides guidance on avoiding impacts to rusty patched bumble

bee and a key for determining if actions are likely to affect the species; the determination key can be found in the appendix.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and the project description provided on the cover page. If project details change or construction has not occurred within one year, please resubmit the project for review before initiating project activities.

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential impacts to these rare features. For information on the environmental review process or other natural resource concerns, you may contact your DNR Regional Environmental Assessment Ecologist.

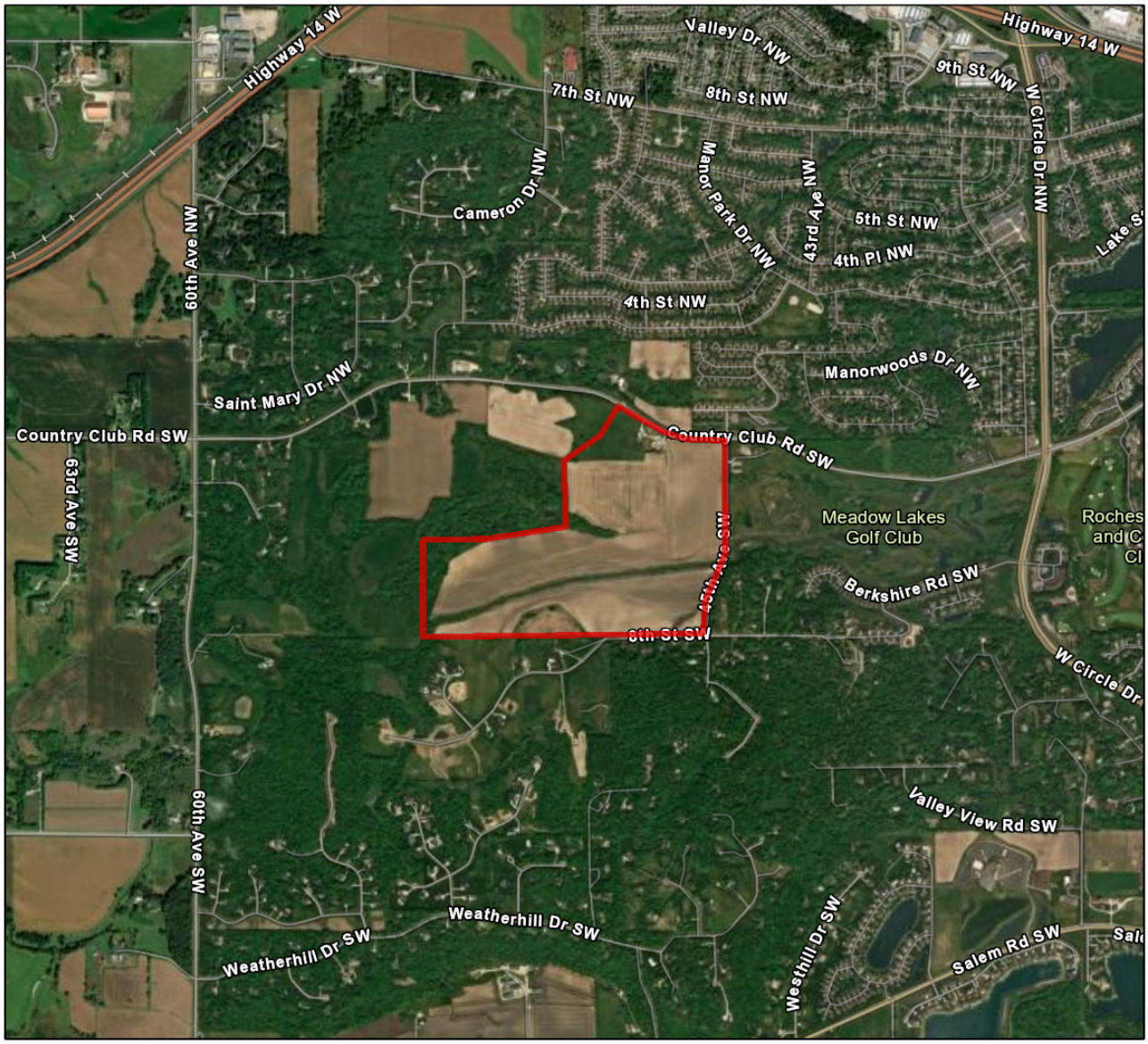
Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely, *The Natural Heritage Review Team* Natural Heritage Review Program
Review.NHIS@state.mn.us

Links: USFWS Information for Planning and Consultation (IPaC) tool
Information for Planning and Consultation (IPaC) tool
DNR Regional Environmental Assessment Ecologist Contact Info
https://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html

Nigon Property

Aerial Imagery With Locator Map



N
W E
S

0 0.15 0.3 0.6 0.9 1.2 Miles

Project Boundary



Project Type: Development, Residential

Project Size (acres): 179.02

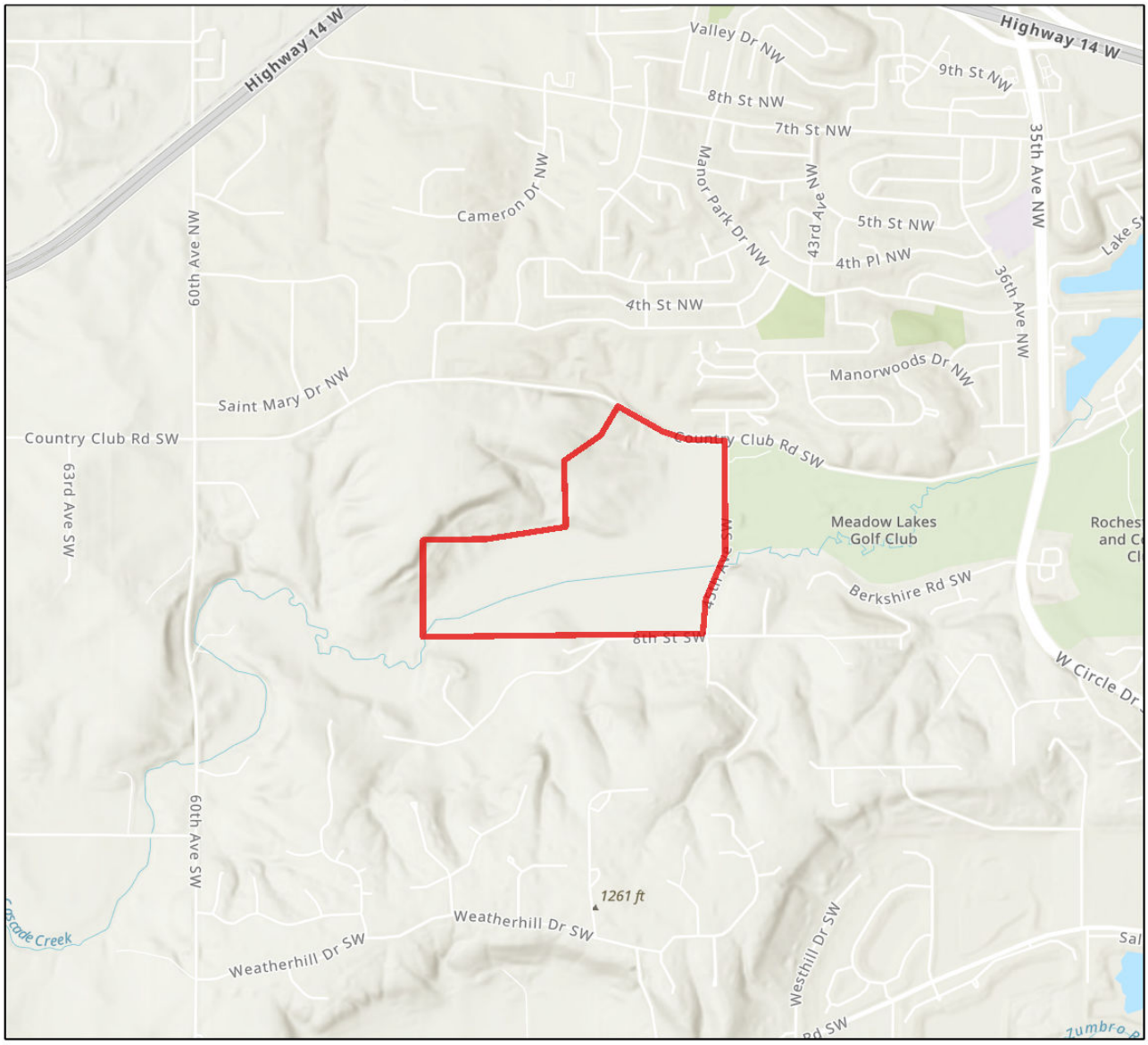
County(s): Olmsted

TRS: T106 R14 S5, T106 R14 S6, T107 R14 S32

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
Maxar
Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS,

Nigon Property

USA Topo Basemap With Locator Map



N
W E
S

0 0.15 0.3 0.6 0.9 1.2 Miles

Project Boundary



Project Type: Development, Residential

Project Size (acres): 179.02

County(s): Olmsted

TRS: T106 R14 S5, T106 R14 S6, T107 R14 S32

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS
Esri, NASA, NGA, USGS, FEMA
Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS,

DEPARTMENT OF ADMINISTRATION
STATE HISTORIC PRESERVATION OFFICE

July 30, 2025

Kimberly Zlimen
Senior Engineer/Planner
Swanson Haskamp Consulting
kzlimen@swansonhaskamp.com

RE: Nigon Development
Proposed 176-acre development project; 323 single-family residential lots
T106 R14 S5-6; T107 R14 S32, Olmsted County
SHPO Number: 2025-1351

Dear Kimberly Zlimen:

Thank you for contacting our office during the preparation of an Environmental Assessment Worksheet for the above-referenced project.

Due to the nature and location of the proposed project, we recommend that an archaeological survey be completed. The survey must meet the requirements of the Secretary of the Interior's Standards for Identification and Evaluation and should include an evaluation of National Register eligibility for any properties that are identified. For a list of consultants who have expressed an interest in undertaking such surveys, please visit the website **preservationdirectory.mnhs.org**, and select "Archaeologists" in the "Specialties" box.

We will reconsider the need for survey if the project area can be documented as previously surveyed or disturbed. Any previous survey work must meet contemporary standards. **Note:** plowed areas and right-of-way are not automatically considered disturbed. Archaeological sites can remain intact beneath the plow zone and in undisturbed portions of the right-of-way.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

If you have any questions regarding our review of this project, please contact me at kelly.graggjohnson@state.mn.us.

Sincerely,

Kelly Gragg-Johnson

Kelly Gragg-Johnson
Environmental Review Specialist

APPENDIX C

Geotechnical Evaluation Report

BRAUN INTERTEC

the science you build on

Geotechnical Evaluation Report

Nigon Property
4700 Country Club Road
Rochester, Minnesota

Prepared for

PulteGroup, Inc.

Professional Certification:
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota.





Joseph L. Westphal, PE
Director, Senior Engineer
License Number: 49833
October 1, 2025

Project B2500826

Braun Intertec Corporation

October 1, 2025 Project B2500826

Haley Daily-Sievers
PulteGroup, Inc.
1650 West 82nd Street, Suite 300
Bloomington, MN 55431

Re: Geotechnical Evaluation
Nigon Property
4700 Country Club Road
Rochester, Minnesota

Dear Ms. Daily-Sievers:

We are pleased to present this Geotechnical Evaluation Report for the proposed residential development at the Nigon property in Rochester, Minnesota. The following report provides the results of our evaluation and should be read in its entirety.

Thank you for making Braun Intertec Corporation (Braun Intertec) your geotechnical consultant for this project. Please contact Joe Westphal at 952.995.2238 (jwestphal@braunintertec.com) if you have questions about this report, or if there are other services that we can provide in support of our work to date.

Sincerely,

BRAUN INTERTEC CORPORATION

Dan Leffler, PE
Project Engineer

Joseph L. Westphal, PE
Director, Senior Engineer

c: Dean Lotter; PulteGroup, Inc.
Chad Onsgard; PulteGroup, Inc.
Mark Rausch, PE; Alliant Engineering, Inc.

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Appendix

Soil Boring Location Sketch
Log of Boring Sheets ST-1 to ST-25
Log of Test Pit Sheets TP-1 to TP-12
Descriptive Terminology of Soil

A. Introduction

A.1. Project Description

PulteGroup, Inc. is planning to develop a mixed single-family and multi-family housing community on the Nigon property, located at 4700 Country Club Road in Rochester, Minnesota. The site encompasses approximately 176 gross acres. The proposed development includes approximately 331 residential lots, to support single-family homes. The project scope involves grading building pads and streets, as well as the construction of underground utilities, roadways, and stormwater management ponds. Figure 1 below shows an illustration of the proposed site layout

Figure 1. Preliminary Site Layout

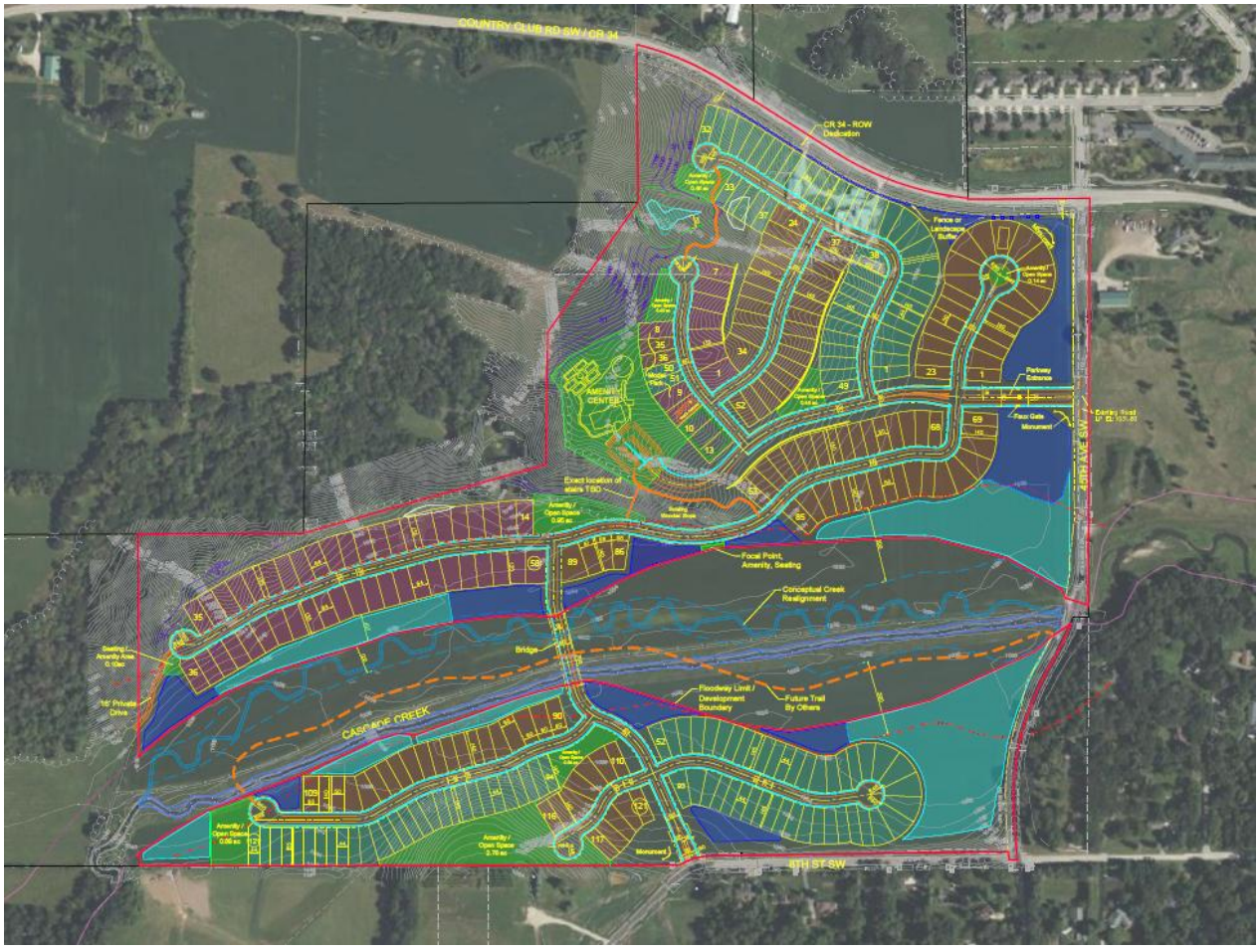


Figure provided by Alliant Engineering, dated September 23, 2025.

A.1.a. Structural Loads

We understand the construction will consist of one-to-two story wood-framed buildings with pitched roofs and full or partial basements on poured concrete foundations. Some of the buildings may also be constructed as slab-on-grade construction, that is, without basements. Based on the proposed residential construction, we have based our analysis and recommendations on the assumption that footing pressures will not exceed 2,000 pounds per square foot (psf). Please contact us if this information is not correct.

A.1.b. Pavement Traffic Loads

We have assumed that bituminous pavements, typical of residential neighborhoods, will be subjected to normal traffic conditions over a design life of 20 years.

A.2. Site Conditions and History

The proposed site at 4700 Country Club Road SW in Rochester, Minnesota, primarily consists of an open agricultural field with a few residential houses and farmstead structures to the north. It is bordered by Country Club Road SW to the north, 45th Avenue W to the east, and 8th Street SW to the south, with adjacent farmland and wooded areas to the west. Cascade Creek flows east-west through the southern portion of the site.

The site's terrain is generally gentle to slightly undulating in the east and south, with elevations ranging from approximately 1030 to 1040 feet Mean Sea Level (MSL). However, the topography rises more steeply in the northwest portion of the site, near Borings ST-1, ST-3, ST-5, ST-6, and ST-7, where elevations increase from approximately 1040 to 1170 feet MSL. Additionally, there is a mound in the southern portion of the site near Boring ST-17, where elevations rise from approximately 1040 to 1080 feet MSL. Refer to the soil boring location sketch in the appendix for approximate boring locations.

Historically, the site has been used for agricultural purposes, with no significant structures except for a few houses/farmstead structures in the northern portion. A review of Google Earth aerial imagery from 1991 to the present and a 1940 historical photograph from the John R. Borchert Map Library indicates that the site has remained largely unchanged during this period. Aerial photographs from 1940 to 2024 (Photographs 1 through 2) illustrate the site's historical conditions, with red lines delineating the approximate project location. Additional Aerial Photographs of the site can be found in the Phase I Environmental Site Assessment (provided under separate cover).

Photograph 1. Aerial Photograph of the Site in 1940



Photograph provided by University of Minnesota, John R. Borchert Map Library Online.

Photograph 2. Aerial Photograph of the Site in 2024



Photograph obtained from Google Earth.

A.3. Purpose

The purpose of our geotechnical evaluation will be to characterize subsurface geologic conditions at selected boring locations, evaluate their impact on the project, and provide geotechnical recommendations for the design and construction of the proposed residential development.

A.4. Background Information and Reference Documents

We reviewed the following information:

- Historical aerial photographs from Google Earth™ showing the site between 1991 and current day and Minnesota historic photographs online dated 1940 from John R. Borchert Map Library. This information was used to determine potential surficial changes that occurred to this area over time.

- University of Minnesota Geologic Survey Map, County Atlas Series, Atlas C-49, Part A, Plates 2, 3, and 6, showing the surficial and bedrock geology in the area.

- Nigon Property Concept Plan, prepared by Alliant Engineering, dated September 23, 2025.

- Topographic Information available through the Minnesota Department of Natural Resources (MnTOPO) website.

We have described our understanding of the proposed construction and site to the extent others reported it to us. Depending on the extent of available information, we may have made assumptions based on our experience with similar projects. If we have not correctly recorded or interpreted the project details, the project team should notify us. New or changed information could require additional evaluation, analyses and/or recommendations.

A.5. Scope of Services

We performed our scope of services for the project in accordance with our Proposal QTB208527 to PulteGroup, Inc., dated January 6, 2025. The following list describes the geotechnical tasks completed in accordance with our authorized scope of services.

- Reviewing the background information and reference documents previously cited.

- Staking and coordinating clearing of the exploration location of underground utilities. Representatives of PulteGroup, Inc. selected, and we staked the new exploration locations. We acquired the surface elevations and locations with GPS technology using the State of Minnesota's permanent GPS base station network. The Soil Boring Location Sketch included in the Appendix shows the approximate locations of the borings.

- Performing 19 standard penetration test (SPT) borings, denoted as ST-1 to ST-19, to nominal depths of 15 to 20 feet below grade across the site. Auger and sampler refusal were encountered in Borings ST-7 and ST-17 on apparent bedrock material at depths of about 19 1/2 and 8 feet, respectively, below the existing grade.

- Performing laboratory testing on select samples to aid in soil classification and engineering analysis.

- Preparing this report containing a boring location sketch, logs of soil borings, a summary of the soils encountered, results of laboratory tests, and recommendations for structure and pavement subgrade preparation and the design of foundations, floor slabs, exterior slabs, utilities, stormwater improvements and pavements.

- Following a Draft Geotechnical report in May, more exploration was requested. In July 2025, we mobilized back onsite to perform 6 additional borings, denoted as ST-20 through ST-25. We also observed 12 test pits across the site, denoted at TP-1 through TP-12.

We performed this geotechnical evaluation concurrently with a Phase I Environmental Assessment (ESA) and Phase II ESA, which we submitted under separate cover. The project team should review the Environmental reports in conjunction with this geotechnical evaluation report to understand both the geotechnical and environmental aspects of the site and how they may impact one another.

B. Results

B.1. Geologic Overview

As part of our assessment, we reviewed the geologic maps for the general site area. Based on the geologic maps for Olmstead County dated 2020, the geology of the site generally consists of loess deposited silts and clays over glacially deposited clays and gravel. We also reviewed bedrock geology and depth to bedrock maps for Olmstead County dated 2020. The depth to bedrock ranges from less than

25 feet to about 75 feet below existing grades, but the majority of the site was in the less than 25 feet range. The Bedrock generally consists of St. Peter Sandstone and Shakopee Formation Dolostone and Sandstone, but the maps also suggest there could be pockets of the Decorah shale within the site limits.

In addition, we based the geologic origins used in this report on the soil types, laboratory testing, and available common knowledge of the geological history of the site. Because of the complex depositional history, geologic origins can be difficult to ascertain.

B.2. Boring Results

Table 1 provides a summary of the soil boring and test pit results, in the general order we encountered the strata. Please refer to the Log of Boring sheets in the Appendix for additional details. The Descriptive Terminology sheet in the Appendix includes definitions of abbreviations used in Table 1.

Table 1. Subsurface Profile Summary*

Strata	Soil Type - ASTM Classification	Range of Penetration Resistances	Commentary and Details
Topsoil/ Slope wash	CL, SM, OL	3 to 19* blows per foot (BPF)	▪ Encountered in all borings at the surface. ▪ Thicknesses at the boring locations varied from about 1/2 to 7 feet. ▪ Some of the deeper topsoil observed in Borings ST-9, ST-10, ST-11, ST-14, ST-16, and ST-24 along with the test pits is likely attributed to slope wash deposits. ▪ Predominantly consisted of lean clay, with some silty sand organic clay. ▪ Dark brown to black in color. ▪ Moisture condition was generally moist.
Loess	CL, ML, CL-ML, SM	3 to 50 blows over 5 inches of penetration	▪ Encountered in most borings beneath the topsoil except in Borings ST-8, ST-9, ST-10, ST-14, ST-16, and ST-17 along with test pits TP-9 through TP-12, and extended to depths ranging from 4 to 21 feet below existing grade. ▪ Generally underlain by alluvial soils, ***except*** in Borings ST-6, ST-7, and ST-12, which were terminated within loess soils. ▪ Predominantly clays and silts with intermixed seams and lenses of each other. ▪ Silts were encountered in a very loose to medium dense condition. ▪ Excluding frost affected soils, clays were encountered in a soft to stiff condition but were typically in a soft to medium condition. ▪ Practical auger and sample refusal was encountered within loess soils in Boring ST-7 at approximately 19 1/2 feet, likely due to underlying bedrock. ▪ Generally light brown to brown in color. ▪ Moisture condition was generally moist.

Strata	Soil Type - ASTM Classification	Range of Penetration Resistances	Commentary and Details
Alluvial	SP, SP-SM, SM, CL, SC	6 to 50 blows for 4 inches of penetration	▪ Generally encountered beneath the loess soils in all borings, except in Borings ST-6, ST-7, and ST-12, along with test pits TP-1 through TP-10, and extended to the termination depths of the borings. ▪ Predominantly sandy; Sands were generally more prevalent in the southern portion of the site. ▪ Practical auger and sample refusal was encountered within alluvial soil in Boring ST-17 at approximately 19 1/2 feet. Additionally, limestone fragments were observed in Borings ST-1, ST-3, and ST-11 near termination depths. ▪ Alluvial sands were encountered in a loose to very dense condition but were typically in loose to medium dense condition. ▪ Generally light brown to brown in color. ▪ Variable amounts of gravel. ▪ Moisture condition was generally moist to wet.

*Blow counts likely influenced by the frost.

B.3. Groundwater

Table 2 summarizes the depths where we observed groundwater; the attached Log of Boring sheets in the Appendix also include this information and additional details. In these soil borings, water was observed at elevations between 1019 1/2 to 1037 1/2 feet Mean Sea Level (MSL). Groundwater may take days or longer to reach equilibrium in the boreholes and we immediately backfilled the boreholes, in accordance with our scope of work. If the project team identifies a need for more accurate determination of groundwater depth, we can install piezometers.

Table 2. Groundwater Summary

Location	Measured Surface Elevation (ft)	Measured Depth to Groundwater (ft)	Corresponding Groundwater Elevation* (ft)
ST-2	1030.1	10	1020
ST-4	1030.6	11	1019 1/2
ST-5	1047.3	10	1037 1/2
ST-8	1030.2	7 1/2	1022 1/2
ST-9	1031.9	10	1022
ST-10	1033.4	7 1/2	1026
ST-13	1037.2	8	1029

Location	Measured Surface Elevation (ft)	Measured Depth to Groundwater (ft)	Corresponding Groundwater Elevation* (ft)
ST-14	1039.5	11	1028 1/2
ST-15	1036.7	8	1028 1/2
ST-16	1034.4	7 1/2	1027
ST-18	1033.3	8	1025 1/2
ST-20	1035.0	12	1023
ST-21	1031.4	6	1025 1/2
ST-24	1111.5	6	1105 1/2
ST-25	1079.0	15	1064
TP-2	1114.0	5	1009
TP-6	1102.1	8	1094
TP-7	1106.8	7	1100
TP-8	1111.0	6 1/2	1104 1/2
TP-11	1032.8	3	1030
TP-12	1033.3	4	1029 1/2

*The groundwater elevations have been rounded to the nearest half foot.

Groundwater was conservatively observed between elevations 1020 and 1030 feet. A review of the topographic map indicates that the surface water elevation at Cascade Creek within the project site is approximately 1030 feet. Therefore, groundwater above 1030 feet is likely perched within the Loess soils.

In addition, Perched groundwater should be anticipated when fine grained clay or silt ladened soils are encountered in excavations. This is shown in Boring ST-5, ST-23, and ST-24 along with test pits TP-2, TP-6, and TP-7 as a perched condition. Project planning should anticipate seasonal and annual fluctuations of groundwater.

B.4. Laboratory Test Results

The boring logs show the results of laboratory testing we performed, next to the tested sample depth. The laboratory tests were all completed in general conformance with the applicable ASTM standards. The Log of Boring sheets are in the Appendix of this report.

The moisture content (ASTM D 2216) of the selected topsoil/slopewash soils ranged from approximately 8 to 31 percent. Most topsoil and slopewash soils were near or slightly above their estimated optimum moisture content (OMC), although some could be dry of optimum. The moisture content of native silt soils tested ranged from approximately 16 to 26 percent, and clay soils ranged from 20 to 28 percent, indicating these materials were generally near or above their OMC. The moisture content of tested native sandy soils ranged from 6 to 16 percent, suggesting they should be readily compactable but may require moisture conditioning, including both wetting and drying.

Select soil samples were washed through a #200 sieve (ASTM C117) to assist in soil classification. The results indicated 6 to 23 percent by weight passing the #200 sieve. These samples were classified as poorly graded sand with silt and silty sand.

Organic content (ASTM D 2974) tests on selected samples showed organic contents ranging from 2 to 6 percent by weight, indicating the soils were slightly organic to organic.

Atterberg Limit (ASTM D4318) tests were performed on select native soil samples. Liquid limits ranged from 25 to 62 percent, plastic limits from 18 to 26 percent, and the plasticity index from 4 to 36 percent. The tested soils were classified as silt, silty clay, lean clay, and shale.

C. Recommendations

C.1. Design and Construction Discussion

The site generally appears suitable for the proposed development; however, soil corrections will be required to address soft Loess soils and any significant grade changes. Key discussion points for the project are provided below.

C.1.a. Building Subgrade Preparation

Based on the results of our subsurface exploration and evaluation, spread footing foundations bearing on engineered fill and/or native soils can support the proposed houses after performing typical subgrade preparation. Typical subgrade preparation includes removing existing vegetation, topsoil or slope wash soils, along with areas of soft clays or very loose silts. In areas where loess soils are present beneath proposed building footings, sub-cutting and reengineering approximately 3 feet of soil below the footings is recommended to promote uniformity and to help control settlement.

The soil profile at this site is highly variable. Based on the size of the development we recommend additional soil borings and/or test pits prior to the start of construction.

C.1.b. Potential Construction Delay

Due to the rolling terrain and the need for deeper soil corrections, some house pads may require more than 10 feet of compacted fill. The placement of significant fill volumes will result in varying degrees of long-term consolidation, depending on the fill thickness and the compressibility of the underlying soils.

Our analysis indicates that construction delays of approximately 3 months could be expected in areas where engineered fill ranges from 5 to 15 feet, and around 6 to 12 months where fill exceeds 15 feet. To mitigate or shorten these delays, several alternatives could be considered, including using granular soils (less than 12 percent passing on the #200 sieve) to accelerate consolidation within the engineered fill zone, installing wick drains to enhance drainage in native fine-grained soils, or implementing surcharge embankments. These alternatives can be value-engineered to determine the most cost-effective approach while meeting the project's construction schedule.

C.1.c. Reuse of On-Site Soils

Based on the soil boring results, the near-surface onsite soils primarily consist of topsoil/slopewash underlain by clayey, silty or sandy native soils. The non-organic clayey soils are generally suitable for reuse as engineered fill; however, they may require moisture conditioning before placement and compaction. Additionally, sandy soils which were generally encountered in the southern portion of the project beneath the topsoil are suitable for reuse after moisture conditioning. The silt soils on this site present a challenge, as discussed below. Proper drying of these soils would require space, time and favorable weather to dry the material for reuse.

Silty soils (ML) encountered on-site are expected to be highly moisture-sensitive, making them challenging to reuse and compact. If possible, these soils should not be used as compacted fill. If their use is unavoidable, extensive drying will likely be required to achieve the recommended compaction levels.

We do not recommend using the silts encountered on the site for structural fill due to their moisture sensitivity, narrow band of optimum moisture and susceptibility to disturbance. The concern is primarily soils with high silt content are difficult for reuse and compaction. We understand it is likely not feasible to disregard all of these soils, therefore provision should be made for the reuse silt soils, when elected.

Should on-site silt (ML) and sandy silt (ML-S) soils need to be used as structural fill or to balance the site, contingency for extra moisture conditioning and grading time should be anticipated. Based on our experience, some of the sandy silt soils may become disturbed and unusable during placement. Similarly, we do not recommend using silt soils within the upper 3 feet of roadway (Subgrade) fill, as they are easily disturbed and may make it difficult to achieve a passing roll test, and to limit excessive frost heave.

We recommend that moisture conditioning be performed during the summer months. If project constraints do not allow the time, or ideal weather conditions, the overly wet soil may need to be replaced with suitable material. Any materials to be used as engineered fill should be tested and approved by the geotechnical engineer prior to placement.

C.1.d. Bedrock Excavation

During soil boring exploration bedrock was encountered and caused auger refusal and boring terminations. The amount of bedrock encountered was less than expected based on the bedrock atlas.

Soil borings ST-7 and ST-17 each encountered auger refusal at depths of 19 feet and 8 feet below the apparent bedrock surface, respectively. Based on the auger refusal and samples retrieves, these locations appear to be Limestone or Dolostone bedrock. We anticipate that large hydraulic excavators with ripper toothed buckets will be able to remove limestone bedrock at similar depths as those encountered during exploration. For bedrock removal deeper than refusal depths, we anticipate that techniques such as a hydraulic hammer, ripper, or explosives may be required.

While performing test pits and the additional soils borings, shale soils were encountered and we anticipate that shale will be readily excavatable by typical excavation equipment. The shales encountered at the exploration locations were readily penetrated and will act similarly to a hard clay soil.

If excavations extend into the underlaying sandstone, we anticipate that this can be excavated with large hydraulic excavators equipped with ripper toothed buckets. We anticipate that these excavations will take more time and effort than typical soil excavation, however, we do not anticipate that the sandstone will require explosives or other, non-typical excavation techniques.

Each house pad will require easily excavatable soil (not bedrock) a minimum of 4 feet below the proposed low floor grade, or as directed by the project Civil Engineer. This 4-foot soil buffer zone will allow the installation of water and sanitary sewer services, foundations (spread footings and poured foundation walls) as well as interior plumbing (including drain tile and sump baskets) below the lowest floor, as required.

C.1.e. Reuse of Limestone

Removed limestone is typically not reused as engineered fill. Often, the pieces of removed limestone exceed 4 inches in diameter and are too large to reuse as engineered fill. If reuse of some limestone is permitted, limestone fragments under 6 inches in size may be blended with soil, but we recommend no more than one part limestone fragments to three parts engineered soil (approximately 25 percent by volume, or less). If there are large quantities of limestone, it may be possible to crush the material to 2 inches or less whereby it could be used in deeper excavations (up to 4 feet below proposed basement grades) prior to using on-site sand or clay to complete the building pads.

C.1.e.1. Reuse of Shale

Glenwood Shale was encountered in many exploration locations. In our experience, this shale consists of primarily fat clays (CH) and is considered expansive when used as fill. Given this, **we do not recommend that shale be reused for support of structures or pavements**. We also do not recommend relying on shale soils immediately below foundation elements. We recommend a minimum of 4-foot buffer zones between shale soils and foundation elements. The final location of any shale during the mass grading phase should be reviewed and approved by the Civil Engineer, Geotechnical Engineer, and the owner, prior to placement.

C.1.e.2. Reuse of Sandstone

Where encountered, the Saint Peter Sandstone was at relatively lower elevations throughout the site. Given this, it is unlikely that this formation will be encountered in excavations other than for deep utility trenches. Where encountered, sandstone may be reused for fill within utility trenches or other site features, provided that it meets the project compaction requirements.

C.1.f. Groundwater

Groundwater will be encountered when excavating for building pad corrections and utility trench work below elevations of 1030 feet. Most of the soil layers are fine-grained such as clays and silts, which can be confining and are known to create a perched groundwater condition. Therefore, excavations above elevation 1030 feet will likely encounter groundwater. The site also contains a large change in grades, which increases the likelihood of the proposed construction intercepting groundwater. Based on the soil profile, a perched groundwater condition from precipitation, if water drains to the site, or leaching groundwater should be anticipated.

We recommend the contractor removes any water that collects in work area (specifically excavations) before performing further work. Most excavations are anticipated to be in clayey/silty soils therefore sumps and pumps could be used to manage the groundwater conditions, Where granular soils are encountered, along Cascade Creek, well points for dewatering may be necessary.

C.1.g. Construction Disturbance

The contractor should note that some of the on-site silty and clayey soils are highly susceptible to disturbance, due to repeated construction traffic. Disturbance of these soils may cause areas that were previously prepared, or that were suitable for pavement or structure support, can be destabilized and require additional moisture conditioning and compacting. Subcutting and replacing the disturbed material with crushed, coarse gravel, free of fines is also an alternative. The contractor should use means and methods to limit disturbance of the soils.

C.2. Site Grading and Subgrade Preparation

C.2.a. Building Subgrade Excavations

We recommend removing unsuitable materials from beneath the house pads and street subgrades and oversize areas. We define unsuitable materials as existing fill soils, frozen materials, organic soils, existing structures, existing utilities, vegetation, and soft/loose soils.

Table 3 shows the anticipated excavation depths and bottom of soil correction excavation elevations at each of the current soil boring locations assuming that structures, utilities, or roads will be built at each location. Excavation depths could be reduced in areas that will not support future structures, utilities, or roads. As final plans are not available at this time and the site layout may change, we have included all borings, even those currently in stormwater management areas.

Table 3. Building Excavation Depths

Location	Measured Surface Elevation (ft)	Anticipated Excavation Depth (ft)	Anticipated Bottom Elevation (ft)
ST-1	1106.4	1 to 4**	1105 to 1102
ST-2	1030.1	9*	1021
ST-3	1121.6	2**	1119 1/2
ST-4	1030.6	4**	1026 1/2
ST-5	1047.3	2 to 6*	1045 to 1041
ST-6	1121.1	2**	1119
ST-7	1098.1	6**	1092
ST-8	1030.2	4	1026
ST-9	1031.9	7	1025
ST-10	1033.4	7	1026 1/2
ST-11	1042.6	7*	1035 1/2
ST-12	1044.8	4*	1040 1/2
ST-13	1037.2	4**	1033
ST-14	1039.5	6	1033 1/2
ST-15	1036.7	1 1/2**	1035
ST-16	1034.4	7	1027 1/2
ST-17	1077.5	1 1/2	1076
ST-18	1033.3	2 to 7*	1031 to 1026
ST-19	1038.4	1 1/2**	1037
ST-20	1035.0	2**	1033
ST-21	1031.4	6	1025 1/2
ST-22	1112.8	1 1/2**	1111
ST-23	1111.5	8***	1103 1/2

Location	Measured Surface Elevation (ft)	Anticipated Excavation Depth (ft)	Anticipated Bottom Elevation (ft)
ST-24	1079.0	1 1/2	1077 1/2
ST-25	1031.4	9	1022 1/2
TP-1	1120.0	3+	<1117
TP-2	1114.0	2+	<1112
TP-3	1106.8	3 1/2+	<1103
TP-4	1098.8	4+	<1094 1/2
TP-5	1098.2	2+	<1096
TP-6	1102.1	3 1/2+	<1098 1/2
TP-7	1106.8	5+	<1101 1/2
TP-8	1111.0	1+	<1110
TP-9	1122.4	5+	<1117
TP-10	1118.2	6 1/2+	<1111 1/2
TP-11	1032.8	2	1030 1/2
TP-12	1033.3	4	1029

*Excavation depth to be verified on field.
**Amount of loess removal below building grades will be determined during grading, based heavily on the final grading plan. In general, assume a 3 foot subcut of the loess soils below footing grade for uniformity and to help control settlement.
*** Shale soils should be subcut a minimum of 4 feet below bottom of foundation elements.

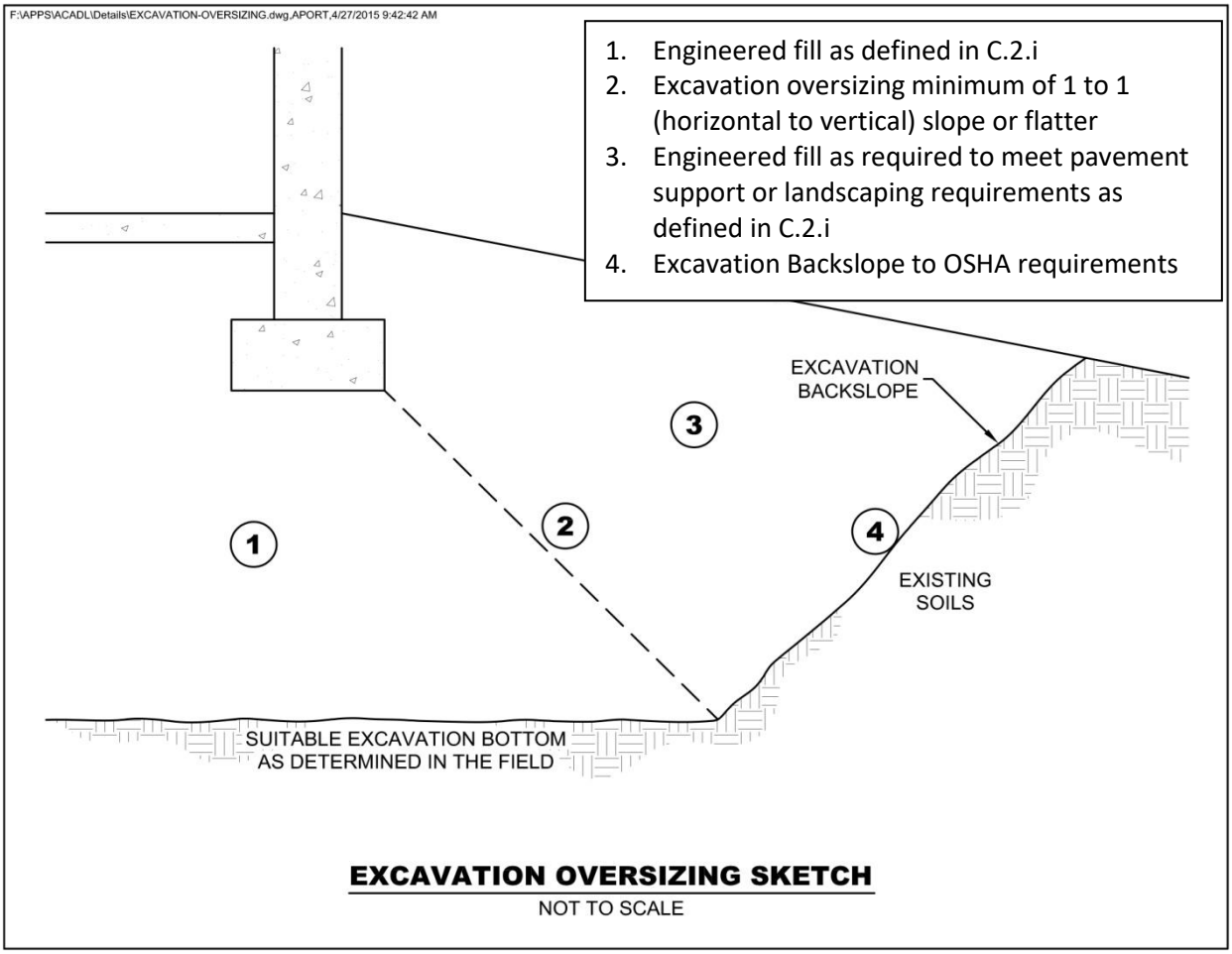
Due to variability in soil conditions, at some of the soil boring locations we have given a range of expected soil correction excavation depths. Excavation depths will vary between the borings. Portions of the excavations may also extend deeper than indicated by the borings. A geotechnical representative should observe the excavations to make the necessary field judgments regarding the suitability of the exposed soils.

The contractor should use equipment and techniques to minimize soil disturbance. If soils become disturbed or are wet, we recommend excavation and replacement of the disturbed or unstable soils. Provided the existing soils do not become disturbed, surface compaction will likely not be necessary prior to construction of the footings.

C.2.b. Excavation Oversizing

When removing unsuitable materials below structures or pavements, we recommend the excavation extend outward and downward at a slope of 1H:1V (horizontal:vertical) or flatter. See Figure 1 for an illustration of excavation oversizing.

Figure 1. Generalized Illustration of Oversizing



C.2.c. Excavated Slopes

Based on the borings, we anticipate the on-site soils in excavations will consist mostly of clayey and silty soils and some sandy soils on southern portion of the site. The clay soils are typically considered Type B Soil under OSHA (Occupational Safety and Health Administration) guidelines. OSHA guidelines indicate unsupported excavations in Type B soils should have a gradient no steeper than 1H:1V. The sandy or silty soils are typically considered Type C Soil under OSHA (Occupational Safety and Health Administration) guidelines. OSHA guidelines indicate unsupported excavations in Type C soils should have a gradient no steeper than 1 1/2H:1V. Slopes constructed in this manner may still exhibit surface sloughing. OSHA requires an engineer to evaluate slopes or excavations over 20 feet in depth.

An OSHA-approved qualified person should review the soil classification in the field. Excavations must comply with the requirements of OSHA 29 CFR, Part 1926, Subpart P, “Excavations and Trenches.” This document states excavation safety is the responsibility of the contractor. The project specifications should reference these OSHA requirements.

C.2.d. Filling on Slopes

Where existing or excavated grades are steeper than 4H:1V, we recommend placing fill from low to high elevations on horizontal benches cut into the native soils so that successive lifts are spread and compacted on level surfaces, and a potential failure surface is not created along the fill's lower boundary. Depending on fill requirements, the contractor can construct benches by cutting into existing grades while placing fill (the compaction of the exposed soils thus being in compliance with fill specifications), or by cutting the benches in advance of filling (to prevent mixing with soils not in compliance with fill specifications). The height of a given bench may vary but the width should consistently be great enough to accommodate large, self-propelled compaction equipment.

C.2.e. Excavation Dewatering

We recommend removing groundwater from the excavations. Project planning should include temporary sumps and pumps for excavations in low-permeability soils, such as the onsite loess soils. Dewatering of high-permeability soils (e.g., sands) from within the excavation with conventional pumps has the potential to loosen the soils, due to upward flow. Excavation in granular soils below elevation 1030 may require well points for dewatering. A well contractor should develop a dewatering plan; the design team should review this plan.

C.2.f. Selecting Excavation Backfill and Additional Required Fill

On-site soils free of organic soil and debris can be considered for reuse as backfill and fill. However, the topsoil and the organic fill soils should not be re-used as engineered fill under house pads or below streets. Although clays can be used as fill if properly moisture conditioned and compacted, for ease of construction, if possible, the higher moisture content clay should not be used as engineered fill below house pads and streets. We also do not recommend reusing silty or shale soils as reuse within structural fill areas. Silt and shale soils may remain in place if determined that those soils are stable and capable of supporting proposed design loads. Please note, shale soils should be subcut a minimum of 4-feet below bottom of any foundation elements.

Unless a drainage composite is placed against the backs of the exterior perimeter basement walls, we recommend that backfill placed within 2 horizontal feet of those walls consist of sand having less than 50 percent of the particles, by weight, passing a #40 sieve and less than 5 percent of the particles, by weight, passing a #200 sieve. Sand meeting this gradation may need to be imported to the site. We recommend that the balance of the backfill placed against exterior perimeter walls also consist of sand; although it is our opinion that the sand may contain up to 20 percent of the particles, by weight, passing a #200 sieve.

C.2.g. Pavement and Exterior Slab Subgrade Preparation

We recommend the following steps for pavement and exterior slab subgrade preparation. Note that project planning may need to require additional subcuts to limit frost heave. Silt soils, if within the frost zone, can lead to a very high risk of damaging frost heave.

1. Strip unsuitable soils consisting of topsoil, organic soils, vegetation, existing structures and pavements down to native soils and place structural fill to reattain pavement subgrade.
2. Have a geotechnical representative observe the excavated subgrade to evaluate if additional subgrade improvements are necessary.
3. Slope subgrade soils to areas of sand or drain tile to allow the removal of accumulating water.
4. Scarify, moisture condition and surface compact with at least three passes of a large roller with a minimum drum diameter of 3 1/2 feet.
5. Place pavement engineered fill to grade and compact in accordance with Section C.2.i to bottom of pavement and exterior slab section. See Section C.6 for additional considerations related to frost heave.
6. Proofroll the pavement or exterior slab subgrade as described in Section C.2.h.

Due to susceptibility of loess soils to excessive frost heaving, we strongly suggest incorporating 18 inches of clean sand subbase to the pavement section. The sand will provide some uniformity to the subgrade and help reduce frost heave. We also recommend sloping subgrade soils to promote drainage and removal of accumulated water.

C.2.h. Pavement Subgrade Proofroll

After preparing the subgrade as described above and prior to the placement of the aggregate base, we recommend proofrolling the subgrade soils with a fully loaded tandem-axle truck. We also recommend having a geotechnical representative observe the proofroll. Areas that fail the proofroll likely indicate soft or weak areas that will require additional soil correction work to support pavements.

The contractor should correct areas that display excessive yielding or rutting during the proofroll, as determined by the geotechnical representative. Possible options for subgrade correction include moisture conditioning and recompaction, subcutting and replacement with soil or crushed aggregate, chemical stabilization and/or geotextiles. We recommend performing a second proofroll after the aggregate base material is in place, and prior to placing bituminous or concrete pavement.

C.2.i. Engineered Fill Materials and Compaction

Table 4 below contains our recommendations for engineered fill materials.

Table 4. Engineered Fill Materials*

Locations To Be Used	Engineered Fill Classification	Possible Soil Type Descriptions	Gradation	Additional Requirements
▪ Below foundations ▪ Below interior slabs	Structural fill* Building Pad Fill	SP, SP-SM, SM, SC, CL, CL-ML, ML**	100% passing 2-inch sieve	< 2% Organic Content (OC) Plasticity Index (PI) < 20%
▪ Drainage layer ▪ Non-frost-susceptible	▪ Free-draining ▪ Non-frost-susceptible fill	GP, GW, SP, SW	100% passing 1-inch sieve < 50% passing #40 sieve < 5% passing #200 sieve	< 2% OC
Behind below-grade walls, beyond drainage layer	Retained fill	SP, SW, SP-SM, SW-SM, SM	100% passing 3-inch sieve < 20% passing #200 sieve	< 2% OC Plasticity Index (PI) < 4%
Pavements	Pavement fill	SP, SM, SC, CL, SP-SM, CL-ML,	100% passing 3-inch sieve	< 2% OC PI < 20%
Below landscaped surfaces, where subsidence is not a concern	Non-structural fill	CH, CL, SC, ML, SM, SP-SM, SP	100% passing 6-inch sieve	< 10% OC

* More select soils comprised of coarse sands with < 5% passing #200 sieve may be needed to accommodate work occurring in periods of wet or freezing weather.

contingency for extra moisture conditioning and grading time should be anticipated, if ML is used.

Project grading plans were not available at the time of this report, so it is unknown if there will be any deep fill areas. If only clayey fill soil is used to fill house pads where more than 10 feet of fill is needed, a construction delay of at least 3 to 12 months may be needed, depending on the final depths of clay fill used. As an alternative, on lots where deep fills are needed, deep sand fill (less than 12 percent passing the #200 sieve) could be used to initially fill the excavations below these house pads. The deep sand fill should be placed in thin compacted lifts, up to an elevation of 10 feet or less from the finished basement floor grades. On-site clayey soil can then be used to complete construction of the building pads. If the alternative method of filling the house pads partially with deep sand fill is used, a construction delay would not be needed. Deep sand fill will likely need to be imported to the site.

We recommend spreading engineered fill in loose lifts of approximately 8 to 12 inches thick. We recommend compacting each lift of engineered fill with a full-size vibrating or sheepsfoot compactor, in accordance with the criteria presented below in Table 5. The project documents should specify relative compaction of engineered fill, based on the structure located above the engineered fill, and vertical proximity to that structure.

Table 5. Compaction Recommendations Summary

Reference	Relative Compaction, percent (ASTM D698 – Standard Proctor)	Moisture Content Variance from Optimum, percentage points	
		< 12% Passing #200 Sieve (typically SP, SP-SM)	> 12% Passing #200 Sieve (typically CL, SC, ML, SM)
Below building pads, less than 10 feet of fill	95	*---	-1 to +3
Below building pads, greater than 10 feet of fill	98	*---	-1 to +2
Within 3 feet of pavement subgrade	100	*---	-2 to +1
More than 3 feet below pavement subgrade	95	*---	-1 to +3
Below landscaped surfaces	90	*---	-1 to +5

* The minimum moisture content should be no less than 5 percent and no more than 3 percentage points over optimum.

The project documents should not allow the contractor to use frozen material as engineered fill or to place engineered fill on frozen material. Frost should not penetrate under foundations during construction.

We recommend performing density tests in engineered fill to evaluate if the contractors are effectively compacting the soil and meeting project requirements.

C.3. Spread Footings

C.3.a. Embedment Depth

For frost protection, we recommend embedding perimeter footings of the proposed houses, including attached garages, a minimum of 42 inches below the lowest exterior grade. Interior footings may be placed directly below floor slabs unless they will be subjected to freezing. We recommend embedding building footings not heated during winter construction, and other unheated footings associated with decks, porches, stoops, or sidewalks 60 inches below the lowest exterior grade.

C.3.b. Subgrade Improvement

If a small amount of groundwater is present within the footing excavation, or if the footing subgrade soils become disturbed prior to placing forms or reinforcement, we recommend subcutting any soft or wet soil and placing a 6- to 12-inch layer of clear rock. The clear rock will provide a stable working surface and will allow for the flow of water to a drain tile or sump pump. Based on the sensitivity of the soils on this site, the builder should be prepared to complete this lot-by-lot-correction on some of the building pads during construction.

We recommend subcutting any shale soils a minimum of 4 feet below any foundation elements.

C.3.c. Net Allowable Bearing Pressure

We recommend sizing spread footings to exert a net allowable bearing pressure of up to 2,000 pounds per square foot (psf). This value includes a safety factor of at least 3.0 with regard to bearing capacity failure.

C.3.d. Settlement

We estimate that total and differential settlements among the footings will amount to less than 1 and 1/2 inch, respectively, under the assumed loads. If there are areas where more than 10 feet of fill is required, higher settlements could occur, unless the deeper fill areas are only filled with poorly graded sand (SP) or poorly graded sand with silt (SP-SM) fill.

If deep fill areas are completed using clay or loess soils, a construction delay may also be needed to allow the fill soils to consolidate under its own weight and the consolidation of loess/soft soils at depth. Construction delays could range from 3 to 12months, depending on the type of fill used, the compaction level obtained in the fill and the thickness of the fill. The construction delays should be evaluated after grading is completed by using settlement plates to monitor the consolidation of the fill.

C.4. Basement Walls

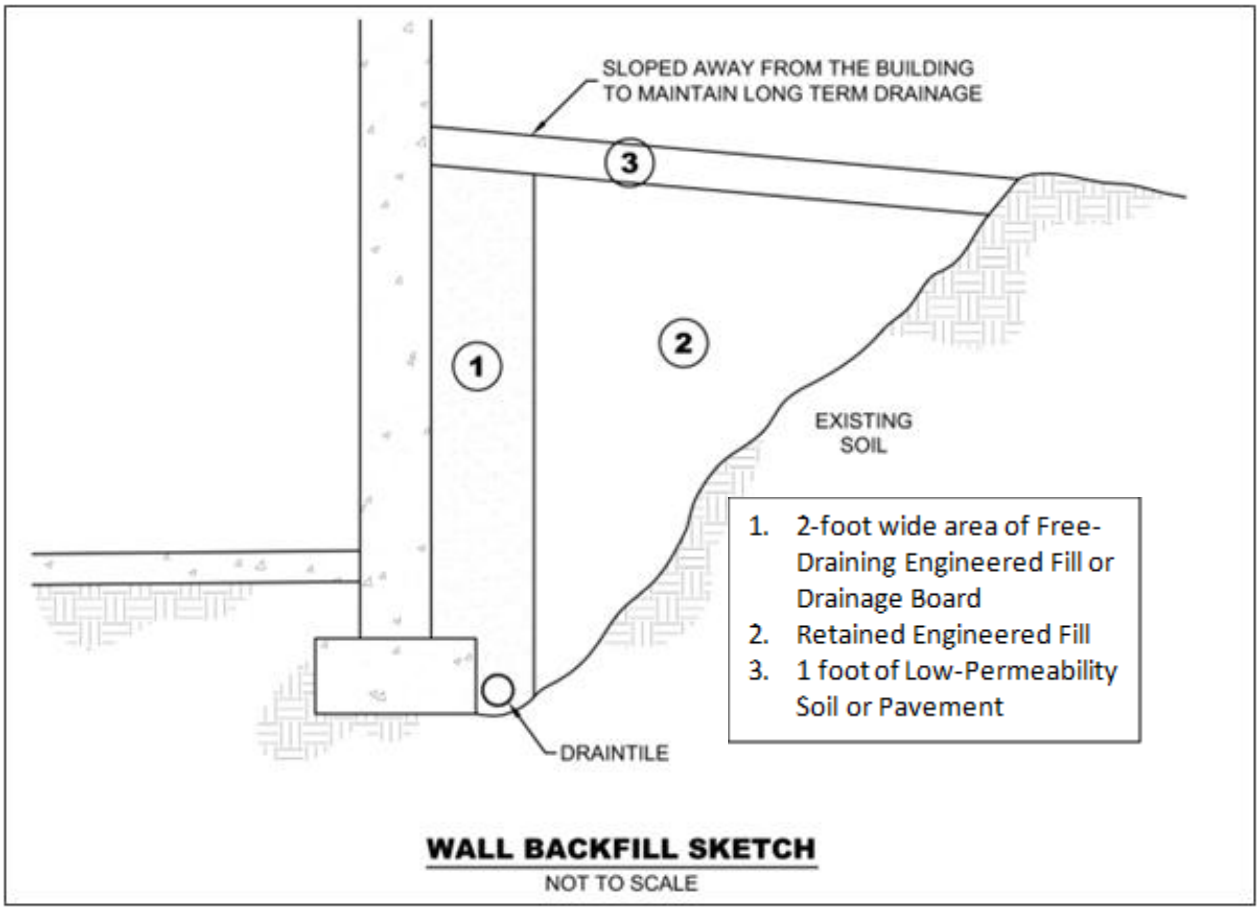
The following sections address soil parameters for basement wall design. However, the following recommendations can also be used for preliminary retaining wall design. Additional soil analysis, including additional soil borings, may be needed for final retaining wall design.

C.4.a. Drainage Control

We recommend installing drain tile to remove water behind the below-grade walls, at the location shown in Figure 2. The below-grade wall drainage system should also incorporate free-draining, engineered fill or a drainage board placed against the wall and connected to the drain tile.

Even with the use of free-draining, engineered fill, we recommend general waterproofing of below-grade walls that surround occupied or potentially occupied areas because of the potential cost impacts related to seepage after construction is complete.

Figure 2. Generalized Illustration of Wall Engineered Fill



The materials listed in the sketch should meet the definitions in Section C.2.i. The low-permeability material should be capable of directing water away from the wall, like clay, topsoil or pavement. The project documents should indicate if the contractor should brace the walls prior to filling and allowable unbalanced fill heights.

C.4.b. Configuring and Resisting Lateral Loads

Below-grade wall design can use active earth pressure conditions, if the walls can rotate slightly. If the wall design cannot tolerate rotation, then design should use at-rest earth pressure conditions. Rotation up to 0.002 times the wall height is generally required for walls supporting sand. Rotation up to 0.02 times the wall height is required when wall supports clay.

Table 6 presents our recommended equivalent fluid pressures for wall design of active, at-rest and passive earth pressure conditions. The table also provides recommended wet unit weights and internal friction angles. Designs should also consider the slope of any engineered fill and dead or live loads placed behind the walls within a horizontal distance that is equal to the height of the walls. Our recommended values assume the wall design provides drainage so water cannot accumulate behind the walls. The construction documents should clearly identify what soils the contractor should use for engineered fill of walls.

Table 6. Recommended Below-Grade Wall Design Parameters – Drained Conditions

Retained Soil	Wet Unit Weight (pcf)	Friction Angle (degrees)	Equivalent Active Fluid Pressure (pcf)	Equivalent At-Rest Fluid Pressure (pcf)	Equivalent Passive Fluid Pressure* (pcf)
On site or Imported Sand (SP, SP-SM)	120	33	35	55	N/A
Onsite Loess Soils (CL-ML, ML, CL)	125	26	49	70	320

*Based on Rankine model for soils in a region behind the wall extending at least 2 horizontal feet beyond the bottom outer edges of the wall footings and then rising up and away from the wall at an angle no steeper than 60 degrees from horizontal.

Sliding resistance between the bottom of the footing and the soil can also resist lateral pressures. We recommend assuming a sliding coefficient equal to 0.30 between the concrete and the loess/clayey soils and 0.40 between the concrete and sandy soils.

The values presented in this section are un-factored.

C.5. Interior Slabs

C.5.a. Moisture Vapor Protection

Excess transmission of water vapor could cause floor dampness, certain types of floor bonding agents to separate, or mold to form under floor coverings. If project planning includes using floor coverings or coatings, we recommend placing a vapor retarder or vapor barrier immediately beneath the slab. We also recommend consulting with floor covering manufacturers regarding the appropriate type, use and installation of the vapor retarder or barrier to preserve warranty assurances.

C.5.b. Radon

We recommend installing radon resistant construction components for the proposed building, including appropriate sub-slab material and vent piping, if required by applicable local building codes. Our radon mitigation professionals can assist with evaluation of site-specific radon resistant construction requirements and/or design of a system, at your request.

C.6. Frost Protection

C.6.a. General

Most native soils on the site were generally lean clays and silts. We consider these soils to be moderately to highly frost susceptible. Soils of this type can retain moisture and heave upon freezing. In general, this characteristic is not an issue unless these soils become saturated, due to surface runoff or infiltration, or are excessively wet in situ. Once frozen, unfavorable amounts of general and isolated heaving of the soils and the surface structures supported on them could develop. This type of heaving could affect design drainage patterns and the performance of exterior slabs and pavements, as well as any isolated exterior footings and piers.

Note that general runoff and infiltration from precipitation are not the only sources of water that can saturate subgrade soils and contribute to frost heave. Roof drainage and irrigation of landscaped areas in close proximity to exterior slabs, pavements, and isolated footings and piers, contribute as well.

C.6.b. Frost Heave Mitigation

To address most of the heave related issues, we recommend setting general site grades and grades for exterior surface features to direct surface drainage away from buildings, across large paved areas and away from walkways. Such grading will limit the potential for saturation of the subgrade and subsequent heaving. General grades should also have enough “slope” to tolerate potential larger areas of heave, which may not fully settle after thawing.

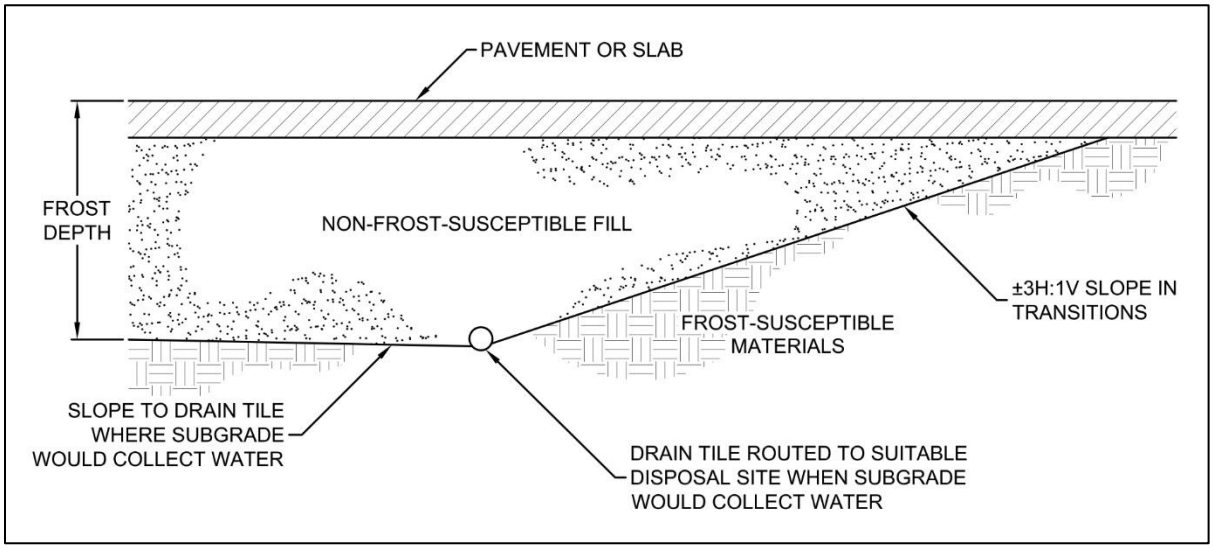
Even small amounts of frost-related differential movement at walkway joints or cracks can create tripping hazards. Project planning can explore several subgrade improvement options to address this condition.

One of the more conservative subgrade improvement options to mitigate potential heave is removing any frost-susceptible soils present below the exterior slab areas down to a minimum depth of 3 feet below subgrade elevations. We recommend filling the resulting excavation with non-frost-susceptible fill. We also recommend sloping the bottom of the excavation toward one or more collection points to remove any water entering the engineered fill. This approach will not be effective in controlling frost heave without removing the water.

An important geometric aspect of the excavation and replacement approach described above is sloping the banks of the excavations to create a more gradual transition between the unexcavated soils considered frost susceptible and the engineered fill in the excavated area, which is not frost susceptible. The slope allows attenuation of differential movement that may occur along the excavation boundary. We recommend slopes that are 3H:1V, or flatter, along transitions between frost-susceptible and non-frost-susceptible soils.

Figure 3 shows an illustration summarizing some of the recommendations.

Figure 3. Frost Protection Geometry Illustration



Another option is to limit frost heave in critical areas, such as doorways and entrances, via frost-depth footings or localized excavations with sloped transitions between frost-susceptible and non-frost-susceptible soils, as described above.

Over the life of slabs and pavements, cracks will develop and joints will open up, which will expose the subgrade and allow water to enter from the surface and either saturate or perch atop the subgrade soils. This water intrusion increases the potential for frost heave or moisture-related distress near the crack or joint. Therefore, we recommend implementing a detailed maintenance program to seal and/or fill any cracks and joints. The maintenance program should give special attention to areas where dissimilar materials abut one another, where construction joints occur and where shrinkage cracks develop.

C.7. Pavements

C.7.a. Design Sections

Our scope of services for this project did not include laboratory tests on subgrade soils to determine an R-value for pavement design. Based on our experience with similar loess soils anticipated at the pavement subgrade elevation, we recommend pavement design assume an R-value of 12. Note the contractor may need to perform limited removal of unsuitable or less suitable soils to achieve this value. The pavements can be design using the city's standard templates.

We assume the pavement section will be designed in accordance with the City of Rochester Standard Plates, including layer thickness and material specifications.

In the event there are areas of the site in which City standards are not required, we recommend the following. We have assumed that pavements for residential development will be subject to a maximum of 150,000 ESALs over a 20-year design life. Based upon the traffic volume and an R-value estimate of 12, we recommend a bituminous pavement section that includes a minimum of 4 inches of bituminous pavement (a 12-inch wear course over a 2-inch base course) over 8 inches of aggregate base material over a minimum of 18 inches of select granular borrow. Additional select granular borrow maybe required during construction will help to support the roadways in areas of wet or unstable moisture sensitive clay and silt soils.

C.7.b. Subgrade Drainage

We recommend installing perforated drainpipes throughout pavement areas at low points, around catch basins, and behind curb in landscaped areas. We also recommend installing drainpipes along pavement and exterior slab edges where exterior grades promote drainage toward those edge areas. The contractor should place drainpipes in small trenches, at the base of the granular subbase layer, or in shallow trenches just below the aggregate base material where no subbase is present.

C.7.c. Performance and Maintenance

Many conditions affect the overall performance of the exterior slabs and pavements. Some of these conditions include the environment, loading conditions and the level of ongoing maintenance. With bituminous pavements, it is common to have thermal cracking develop within the first few years of placement, and continue throughout the life of the pavement. We recommend developing a regular maintenance plan for filling cracks in exterior slabs and pavements to lessen the potential impacts for cold weather distress due to frost heave or warm weather distress due to wetting and softening of the subgrade.

C.8. Utilities

C.8.a. Subgrade Stabilization

Earthwork activities associated with utility installations located inside the building area should adhere to the recommendations in Section C.2. Dewatering may be needed for utility installations that extends below elevation of 1030 feet (MSL).

For exterior utilities, we anticipate the soils at typical invert elevations will be suitable for utility support. However, if construction encounters unfavorable conditions such as soft clay, organic soils or perched water at invert grades, the unsuitable soils may require some additional subcutting and replacement with sand or crushed rock to prepare a proper subgrade for pipe support. Project design and construction should not place utilities within the 1H:1V oversizing of foundations.

C.8.b. Selection, Placement, and Compaction of Backfill

We recommend selecting, placing and compacting utility backfill in accordance with the recommendations provided above in Section C.2.i.

C.8.c. Corrosion Potential

Based on our experience, the soils encountered by the borings are moderately corrosive to metallic conduits, but only marginally corrosive to concrete. We recommend specifying non-corrosive materials or providing corrosion protection, unless project planning chooses to perform additional tests to demonstrate the soils are not corrosive.

C.9. Stormwater

We estimated infiltration rates for some of the soils we encountered in our soil borings, as listed in Table 7. These infiltration rates represent the long-term infiltration capacity of a practice and not the capacity of the soils in their natural state. Field testing, such as with a double-ring infiltrometer (ASTM D3385), may justify the use of higher infiltration rates. However, we recommend adjusting field test rates by the appropriate correction factor, as provided for in the Minnesota Stormwater Manual or as allowed by the local watershed. We recommend consulting the Minnesota Stormwater Manual for stormwater design.

Table 7. Estimated Design Infiltration Rates Based on Soil Classification

Soil Type	Infiltration Rate * (inches/hour)
Sands with less than 12% fines, poorly graded or well graded sands	0.8
Silts, very fine sands, silty or clayey fine sands	0.2
Clayey sands and clays	Not Recommended

* From Minnesota Stormwater Manual. Rates may differ at individual sites.

Fine-grained soils (silts and clays), topsoil or organic matter that mixes into or washes onto the soil will lower the permeability. The contractor should maintain and protect infiltration areas during construction. Furthermore, organic matter and silt washed into the system after construction can fill the soil pores and reduce permeability over time. Proper maintenance is important for long-term performance of infiltration systems.

This geotechnical evaluation does not constitute a review of site suitability for stormwater infiltration or evaluate the potential impacts, if any, from infiltration of large amounts of stormwater.

D. Procedures

D.1. Penetration Test Borings

We drilled the penetration test borings with an off-road-mounted core and auger drill equipped with hollow-stem auger. We performed the borings in general accordance with ASTM D6151 taking penetration test samples at 2 1/2- or 5-foot intervals in general accordance with ASTM D1586. The boring logs show the actual sample intervals and corresponding depths.

We sealed penetration test boreholes meeting the Minnesota Department of Health (MDH) Environmental Borehole criteria with an MDH-approved grout, and sealing records submitted, as required.

D.2. Exploration Logs

D.2.a. Log of Boring Sheets

The Appendix includes Log of Boring sheets for our penetration test borings. The logs identify and describe the penetrated geologic materials and present the results of penetration resistance tests performed. The logs also present the results of laboratory tests performed on penetration test samples, and groundwater measurements.

We inferred strata boundaries from changes in the penetration test samples and the auger cuttings. Because we did not perform continuous sampling, the strata boundary depths are only approximate. The boundary depths likely vary away from the boring locations, and the boundaries themselves may occur as gradual rather than abrupt transitions.

D.2.b. Geologic Origins

We assigned geologic origins to the materials shown on the logs and referenced within this report, based on: (1) a review of the background information and reference documents cited above, (2) visual classification of the various geologic material samples retrieved during the course of our subsurface exploration, (3) penetration resistance testing performed for the project, (4) laboratory test results, and (5) available common knowledge of the geologic processes and environments that have impacted the site and surrounding area in the past.

D.3. Material Classification and Testing

D.3.a. Visual and Manual Classification

We visually and manually classified the geologic materials encountered based on ASTM D2488. When we performed laboratory classification tests, we used the results to classify the geologic materials in accordance with ASTM D2487. The Appendix includes a chart explaining the classification system we used.

D.3.b. Laboratory Testing

The exploration logs in the Appendix note the results of the laboratory tests performed on geologic material samples. We performed the tests in general accordance with ASTM procedures.

D.4. Groundwater Measurements

The drillers checked for groundwater while advancing the penetration test borings, and again after auger withdrawal. We then filled the boreholes, as noted on the boring logs.

E. Qualifications

E.1. Variations in Subsurface Conditions

E.1.a. Material Strata

We developed our evaluation, analyses and recommendations from a limited amount of site and subsurface information. It is not standard engineering practice to retrieve material samples from exploration locations continuously with depth. Therefore, we must infer strata boundaries and thicknesses to some extent. Strata boundaries may also be gradual transitions, and project planning should expect the strata to vary in depth, elevation and thickness, away from the exploration locations.

Variations in subsurface conditions present between exploration locations may not be revealed until performing additional exploration work, or starting construction. If future activity for this project reveals any such variations, you should notify us so that we may reevaluate our recommendations. Such variations could increase construction costs, and we recommend including a contingency to accommodate them.

E.1.b. Groundwater Levels

We made groundwater measurements under the conditions reported herein and shown on the exploration logs, and interpreted in the text of this report. Note that the observation periods were relatively short, and project planning can expect groundwater levels to fluctuate in response to rainfall, flooding, irrigation, seasonal freezing and thawing, surface drainage modifications and other seasonal and annual factors.

E.2. Continuity of Professional Responsibility

E.2.a. Plan Review

We based this report on a limited amount of information, and we made some assumptions to help us develop our recommendations. We should be retained to review the geotechnical aspects of the designs and specifications. This review will allow us to evaluate whether we anticipated the design correctly, if any design changes affect the validity of our recommendations, and if the design and specifications correctly interpret and implement our recommendations.

E.2.b. Construction Observations and Testing

We recommend retaining Braun Intertec to perform the required observations and testing during construction as part of the ongoing geotechnical evaluation. This will allow us to correlate the subsurface conditions exposed during construction with those encountered by the borings and provide professional continuity from the design phase to the construction phase. If we do not perform observations and testing during construction, it becomes the responsibility of others to validate the assumption made during the preparation of this report and to accept the construction-related geotechnical engineer-of-record responsibilities.

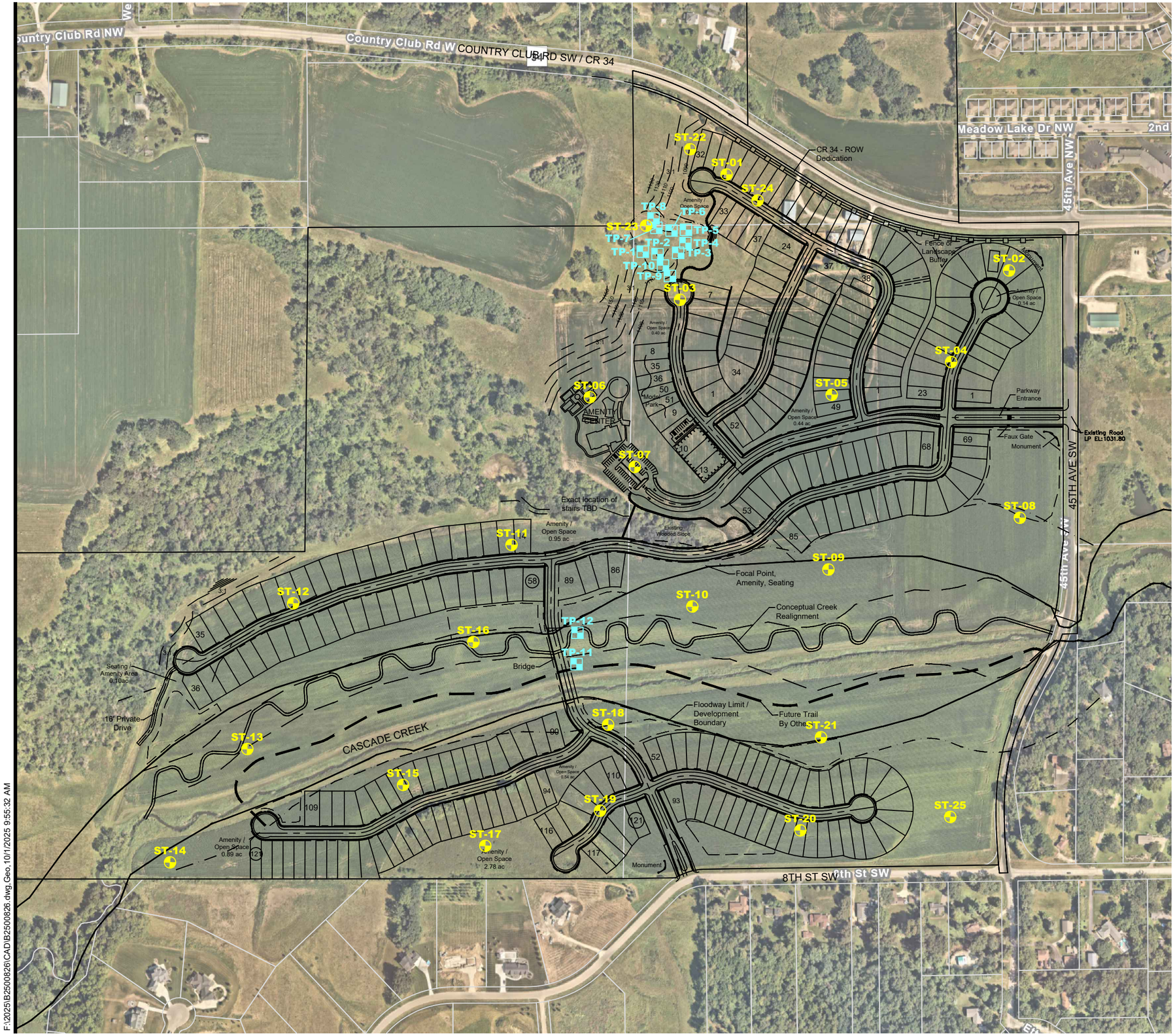
E.3. Use of Report

This report is for the exclusive use of the addressed parties. Without written approval, we assume no responsibility to other parties regarding this report. Our evaluation, analyses and recommendations may not be appropriate for other parties or projects.

E.4. Standard of Care

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

Appendix



DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

DENOTES APPROXIMATE LOCATION OF TEST PIT

200' 0 400'

SCALE: 1" = 400'

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BRAUN INTERTEC
The Science You Build On.

3900 Roosevelt Road, Suite 113
St. Cloud, MN 56301
320.253.9940
braunintertec.com

Drawing Information

Project No:	B2500826
Drawing No:	B2500826
Drawn By:	BJB
Date Drawn:	2/19/25
Checked By:	SN
Last Modified:	10/1/25

Project Information

Nigon Property

4700 Country Club Road

Rochester, Minnesota

Soil Boring Location Sketch

APPENDIX D

Desktop and Field Verification Decorah Edge Study

September 11, 2025

Mr. Mark Rausch, PE
Alliant Engineering, Inc.
7333 Marquette Avenue, Suite 700
Minneapolis, Minnesota 55402

Re: **Desktop and Field Verification Decorah Edge Study**
Rochester-Nigon Property
4700 Country Club Road
Rochester, Minnesota
Bay West Project Number: J250490

Dear Mr. Rausch:

Bay West LLC (Bay West) is pleased to provide this Desktop and Field Verification Decorah Edge Study associated with the assessment of the potential presence of the Decorah Shale on the subject property (the Site) based on published data and field verified. The Site location is depicted on Figure 1.

1.0 BACKGROUND

Bay West was contacted pertaining to a review of a 179-acre property located at the southwest corner of the intersection of Country Club Drive SW and 45th Avenue SW for potential Decorah Edge geologic features associated with a delineated wetland on the property. The wetland was delineated by Kjolhaug Environmental Services (Kjolhaug) and documented in their Wetland Delineation Report dated June 10, 2025, and as revised per TEP review and comments. Bay West has georeferenced the wetland location on to our figures used in this document.

The "Decorah Edge" is defined in the Olmsted County Wetland Conservation ordinance as:

- The Decorah, Platteville, or Glenwood formation is the first encountered bedrock according to "C-49 Geologic Atlas of Olmsted County, Minnesota" produced by the Minnesota Geological Survey, University of Minnesota, 2020 "specifically Plate 2 Bedrock Geology;
- Areas where the depth to bedrock of less than twenty-five feet according to the according to "C-49 Geologic Atlas of Olmsted County, Minnesota" Specifically Plate 6 Bedrock Topography as modified by field investigation, reliable well logs, or more precise mapping; and,
- Along with contiguous adjacent areas with the Cummingsville or higher formations as the first encountered bedrock according to "C-49 Geologic Atlas of Olmsted County, Minnesota" produced by the Minnesota Geological Survey, University of Minnesota, 2020 specifically Plate 2 Bedrock Geology.

City of Rochester Decorah Edge Feature Map Review

The City of Rochester Decorah Edge Feature Map (Map) was prepared by the Rochester-Olmsted Planning Department Long Range Division on October 24, 2006 (Figure 2). The Map denotes the potential areas

where the Decorah Shale or higher formations or the presence of buffer features and hydric soil are present.

The Map defines the occurrence of the Decorah Edge features where the Decorah, Platteville, or Glenwood is the first encountered bedrock, AND depth to bedrock is less than 25 feet, AND where the Decorah abuts the Cummingsville formation. Areas where the Decorah Shale is isolated from the Cummingsville are not subject to the Decorah Edge regulations.

The Map was derived from the "Bedrock Geology: Steele, Dodge, Olmsted, and Winona Counties" and "Depth to Bedrock: Steele, Dodge, Olmsted, and Winona Counties" produced by the Minnesota Geological Survey, University of Minnesota in 2004. It also relies on the Olmsted County Soil Survey published by the US Soil Conservation Service in 1978.

A review of the Map indicates that Potential Edge Soil is present on the subject property. The Map denotes the presents of the Decorah Edge feature along the northwest portion of the property along with an area denoted as 1000' ESA Buffer in Decorah Edge.

Each bedrock unit in the region is distinct and unique, and readily identifiable both in outcrop and well logs. The geologic units important to this Decorah Edge investigation, from youngest (top) to oldest (bottom) rocks are noted below:

Stewartville Formation — Yellowish-gray, dolomitic limestone and dolostone

Prosser Formation — Light tan to grayish-brown, very fine-grained, thin bedded limestone

Cummingsville Formation — Limestone interbedded with shale

Decorah Shale — Fossiliferous, green-gray shale with thin interbeds of blue-gray, densely fossiliferous limestone

Platteville and Glenwood Formations — Tan to gray limestone and dolostone

St. Peter Sandstone — Fine- to medium-grained, whitish-tan, quartzose sandstone

Shakopee Formation — Tan to gray dolostone, sandy dolostone, and sandstone

C-49 Geologic Atlas of Olmsted County Review

The subject property was reviewed for the presence of Decorah Shale using *C-49 Geologic Atlas of Olmsted County Plate 2 Bedrock Geology* and the depth to bedrock was reviewed based on Plate 6 Bedrock Topography.

Based on C-49 Geologic Atlas of Olmsted County Plate 2 (Figure 3) denotes the general bedrock observed at the subject property includes the Cummingsville Formation, Decorah Shale, Platteville and Glenwood Formations, St. Peter Sandstone and Prairie Du Chein Group. The Cummingsville Formation and Decorah Shale are limited to the topographic high in the northwest property area in the western portion of the subject property.

Based on C-49 Geologic Atlas of Olmsted County Plate 6 (Figure 4) the generalized underlying bedrock surface elevation was denoted entirely at an elevation from 951 to 1,150 feet above mean sea level (amsl). Figure 4 indicates the northwestern area hillside appears to have a potential bedrock elevation from 1051 to 1150 feet amls and using the contours presented by Kjolhaug (Wetland Delineation Report Figure 2) the surface contours appear to be 1,180 at the top of the hillside. However, the elevation on Figure 2 indicated large changes and it appear that there is potential for bedrock to be located within 25 feet of the ground surface across the higher hillside areas.

A review of the available geological information indicate that the presence of the Decorah Shale is limited to the area as denoted along the northwest hillside of the subject property (Figure 4). This appears to support the previous conclusion that Decorah Edge conditions may be associated with the hillside wetland in the northwestern portion of the subject property.

Minnesota Department of Health Minnesota Well Index Review

The Minnesota Well Index (MWI) is a Minnesota Department of Health (MDH) database that provides basic information about wells and borings in Minnesota. The MWI is maintained by the Minnesota Geological Survey (MGS) in partnership with the MDH and the data are derived from well contractors' logs of geologic materials encountered during drilling and later interpreted by geologists at the MGS. The MWI information includes information such as: location, depth, geology, construction, and static water level. The following well logs were reviewed for the presence of Decorah Shale, or higher (younger) geologic units and their location is depicted on Figure 5:

Unique Well ID	First MGS Bedrock	MGS Aquifer	Direction/Distance from Site	Depth and Elevation of first bedrock unit*	Comments
101504	Opg	Ej	300 feet east of SE corner of property	0/1083	Decorah Shale not present
150349	Od	Pdc	4,400 feet west of west property line	5/1113	Decorah Shale elevation 1113
188856	Opg	Pdc	4,200 feet west of west property line	30/1077	Decorah Shale not present
227796	Ogc	Os/Pdc	1,800 feet west of west property line	22/1179	Decorah Shale elevation 1121
227797	Ogp	Multiple	2,400 feet west of west property line	10/1209	Decorah Shale elevation 1141
437194	Opg	Ej	500 feet east of SE corner of property	34/1065	Decorah Shale not present
787430	Ogc	Pdc	2,900 feet west of west property line	13/1193	Decorah Shale elevation 1129

*= Based on the MGS identified first bedrock unit associated with the well elevation.

Ogp – Prosser Formation
Ogc – Cummingsville Formation
Od – Decorah Shale
Opg – Platteville and Glenwood Formations
Os - St. Peter Sandstone
Pdc - Prairie Du Chien Group
Ej – Jordan Sandstone

The water well logs for wells to the west and northwest of the property present Decorah Shale in the associated well log descriptions with the exception of Well 188856 which had the first bedrock encountered as the Platteville and Glenwood Formations. The average elevation of the Decorah Shale was 1126 MSL. Well logs to the west and southwest of the southeast corner of the property had a first bedrock encountered of Platteville and Glenwood Formations and did not encounter the Decorah Shale or other Galena Group member bedrock units.

Well logs from the MDH MWI associated with the reference Unique Wells are presented in Attachment A and are spatially represented on Figure 5.

2.0 DESKTOP STUDY RESULTS

Based on the reference material outlined in the Olmsted County Wetland Conservation Ordinance for the site and the surrounding area, it appears that the Decorah Shale may be present in the higher elevations along the western property line. The bedrock elevation referenced in the MGS publication indicates that for the subject property area may have a depth to bedrock less than 25-feet in the northwestern portion of the property at higher elevations. Therefore, Bay West recommends additional field verification of the presence of bedrock within 25-feet of the surface and identify the initial bedrock unit in the upslope area of the hillside wetland identified by Kjolhaug (Wetland Delineation Report Figure 2). In addition, we recommend the field verification of the wetland boundaries and associated water table.

3.0 FIELD VERIFICATION STUDY

Based on the Desktop Study a field study was conducted on July 31, 2025, that included the advancement of one test boring at a location upslope from the delineated hillside wetland in the northwestern portion of the property along with the advancement of 10 test pits as step outs to the delineated boundary of the Decorah Shale related to the delineated wetland boundary. The test boring and test pit locations are denoted on Figure 6. The test boring and test pits were advanced to determine the presence of the Decorah Shale associated with the wetland and the influence associated with the wetland.

Test Pit Results

On July 31, 2025, Bay West and Kjolhaug observed the advancement of 10 test pits along the delineated wetland boundary to evaluate the presence of the Decorah Shale and the potential for a water table associated with the wetland feature. Appendix A presents the photos of the test pits. The table below summarizes the results:

Test Pit ID	Test Pit Depth	Presence of Water (depth)	Depth to Decorah (in feet below ground surface)
TP01	5 feet	No	3 feet
TP02	5 feet	Yes (2.5 feet)	2.5 feet
TP03	6 feet	No	3.5 feet
TP04	7 feet	No	3.5
TP05	8.5 feet	No	>8.5 feet
TP06	8.5 feet	Yes (8 feet)	Not present
TP07	8 feet	Yes (8 feet)	Not present
TP08	6.5 feet	No	3 feet

Test Pit ID	Test Pit Depth	Presence of Water (depth)	Depth to Decorah (in feet below ground surface)
TP09	6 feet	No	>6 feet
TP10	6.5 feet	No	6 feet

Based on the Test Pits it appears that TP02 encounters the Decorah Shale and has the presence of a water table less than 5 feet. A water table was also encountered in at TB06 and TB07 at a depth of 8 to 8.5 feet below the ground surface but did not encounter the Decorah Shale. A photolog of the test pits are presented in Attachment B.

Soil Boring Result

On July 31, 2025, Bay West observed the advancement of one soil boring by Braun Intertec (Braun) upslope from the delineated wetland to determine depth to bedrock. Results from this one boring indicated the presence of the Decorah Shale around 7-feet below ground surface and competent bedrock encountered at 20 feet below ground surface. The soil boring log can be found in Appendix B.

4.0 CONCLUSIONS

Based on the desktop and field study results it appears that the identified hillside wetland is influenced by the Decorah Shale with the Decorah Shale and water table denoted at TP-02. TP-06 and TP-07. The Decorah Shale was denoted as several other test pits but was not associated with a water table. The water table at TP-06 and TP-07 was denoted at approximately 8 feet below ground surface and the Decorah Shale was not present at that elevation. The Decorah Shale influence boundaries is outlined in Figure 6 along with the TEP revised delineated wetland boundary. Other Decorah Edge influenced wetlands are not observed on the property.

5.0 STANDARD OF CARE

Bay West appreciates the opportunity to complete this Desktop Decorah Edge Study for Alliant Engineering. If you have any questions or concerns regarding this project, please contact us using the information provided below.

Respectfully Submitted,

Bruce Johnson, PG (MN, TN, WI)
Senior Geologist/Senior Project Manager

Keith Rapp, PG (MN, MO, NE, NH)
Senior Hydrogeologist

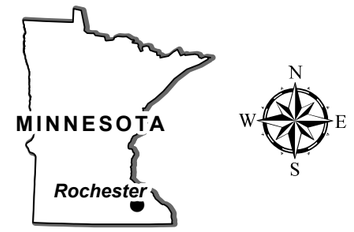
FIGURES

Figure 1

Site Location Map

Rochester-Nigon Property

4700 Country Club Rd W
Rochester, MN 55902



Map Projection: NAD 1983 UTM Zone 15 N, Meters
Basemap: ESRI USA Topo Maps WMS

0 2,000 4,000 Feet

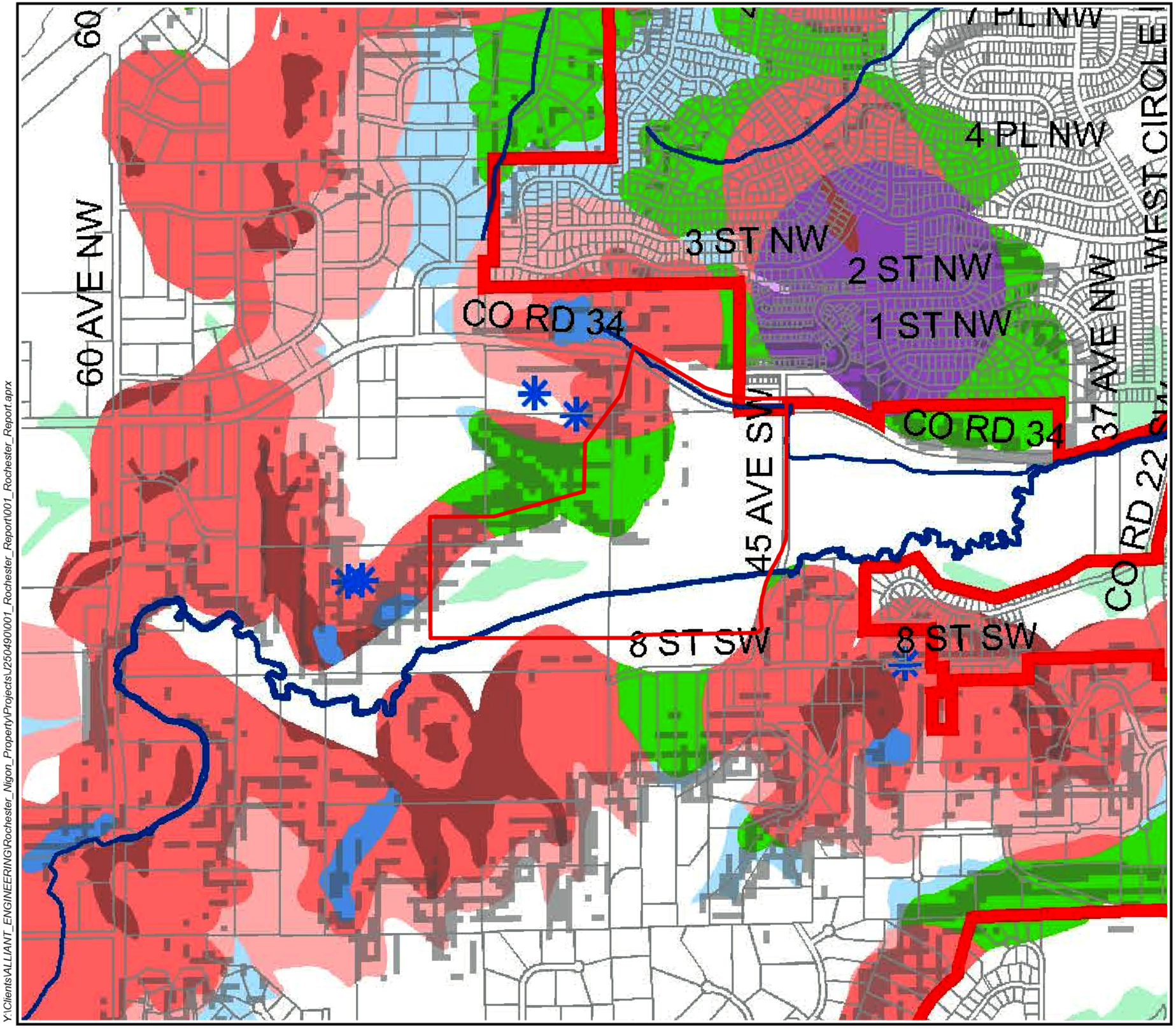
0 600 1,200 Meters

★ Site Location

Bay West

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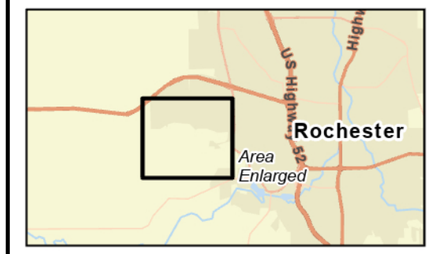
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Figure 2

Decorah Edge Map

Rochester-Nigon Property

4700 Country Club Rd W
Rochester, MN 55902



Map Projection: NAD 1983 UTM Zone 15 N, Meters
Basemap: City of Rochester Minnesota Geological Survey

0 1,000 2,000 Feet
0 250 500 Meters

- Site Boundary
- Streams
- City Limits (9/06)
- Parcel Boundaries (9/06)
- Slope 18+%
- Springs 2005
- 50' Buffer of Springs in Edge
- 50' Buffer of Seeps in Edge
- Potential Edge Soils
- 1000' ERZ Buffer in Decorah Edge
- 1000' ERZ Buffer in Cummingsville
- 1000' ESA Buffer in Decorah Edge
- 1000' ESA Buffer in Cummingsville
- Decorah Edge
- Cummingsville Formation
- Hydric Soils

Bay West

Drawn By: J.Q. Date Drawn/Revised:7/25/2025 Project No.J25(476

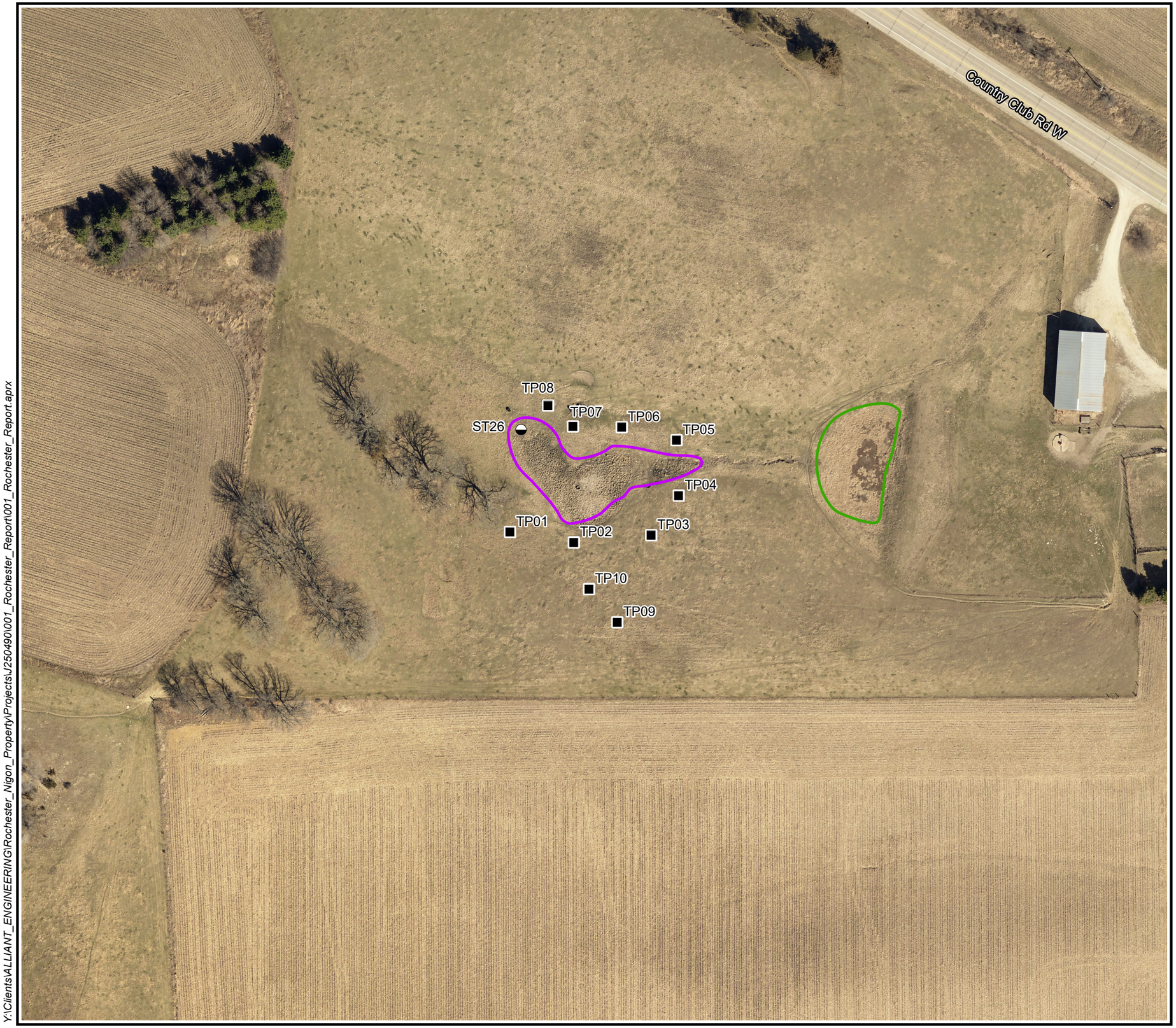


Figure 2

Site Map

Rochester-Nigon Property

4700 Country Club Rd W
Rochester, MN 55902



Map Projection: NAD 1983 UTM Zone 15 N, Meters
Basemap: ESRI World Imagery WMS

0 100 200 Feet
0 25 50 Meters

- Soil Boring
- Test Pit
- Incidental Wetland or Non-Wetland
- Wetland

Bay West

Drawn By: J.Q. Date Drawn/Revised:8/7/2025 Project No.J25I 477

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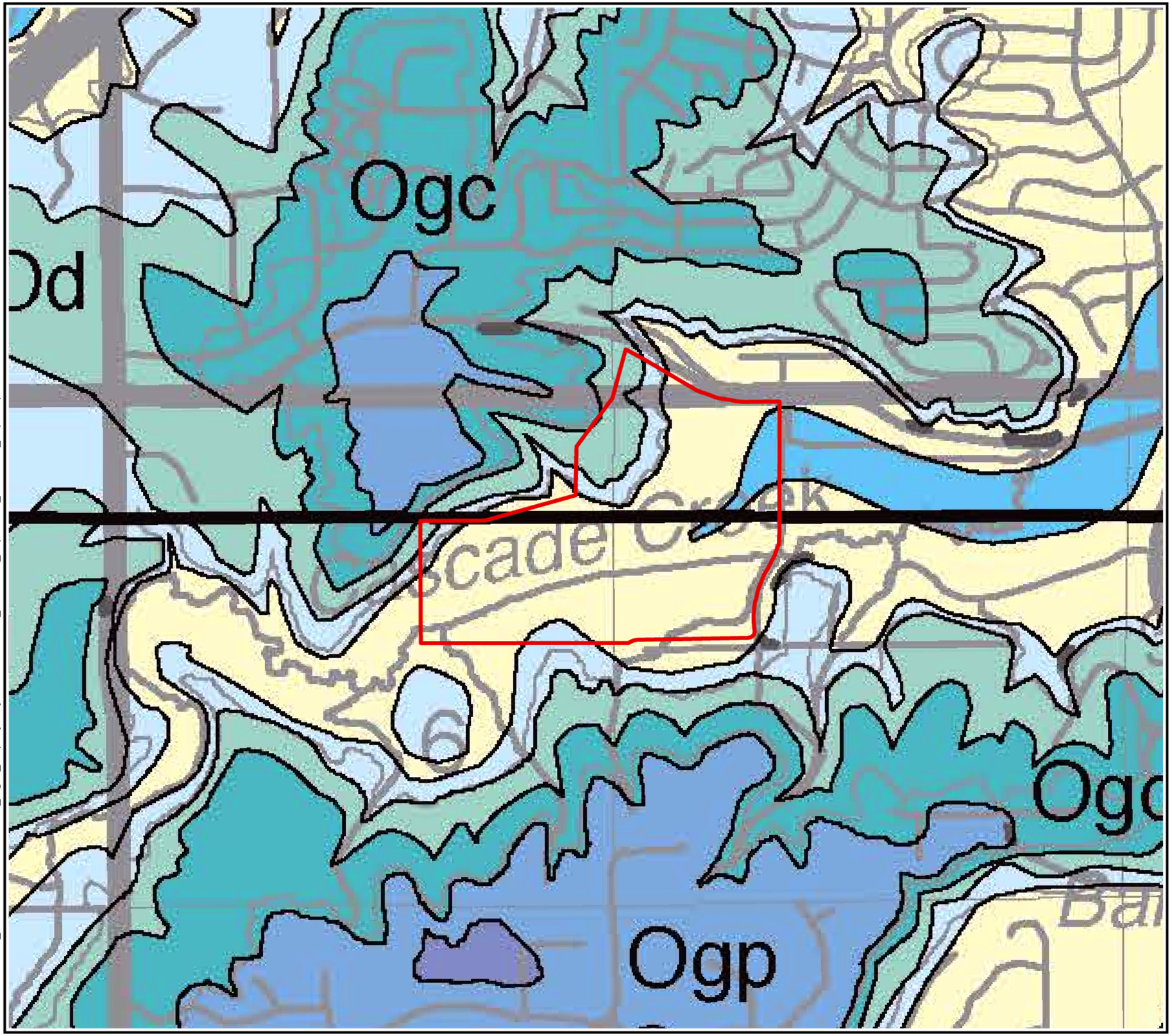
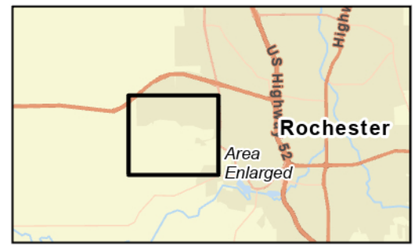


Figure 3

MGS Bedrock Map (Plate 2)

Rochester-Nigon Property

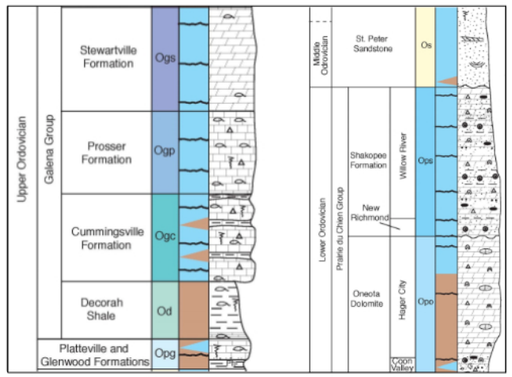
4700 Country Club Rd W
Rochester, MN 55902



Map Projection: NAD 1983 UTM Zone 15 N, Meters
Basemap: City of Rochester Minnesota Geological Survey

0 1,000 2,000 Feet
0 250 500 Meters

Site Boundary



Bay West

Drawn By: J.Q. Date Drawn/Revised:7/25/2025 Project No.J25/478

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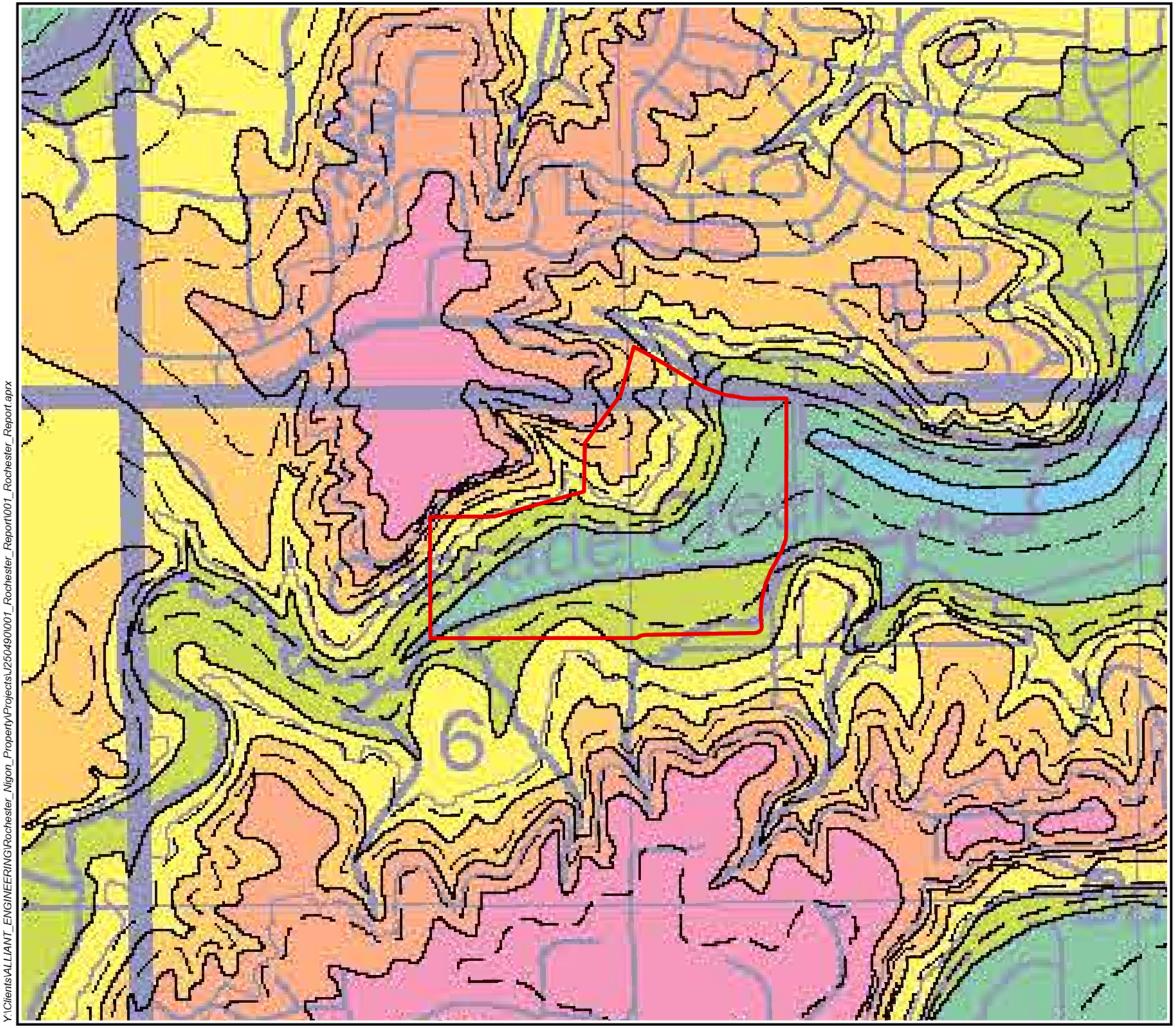
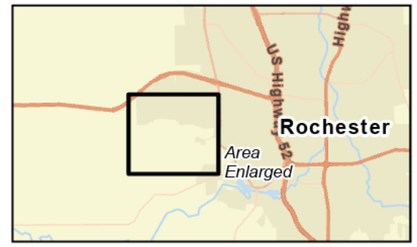


Figure 4

MGS Bedrock Map (Plate 6)

Rochester-Nigon Property

4700 Country Club Rd W
Rochester, MN 55902



Map Projection: NAD 1983 UTM Zone 15 N, Meters
Basemap: City of Rochester Minnesota Geological Survey

0 1,000 2,000 Feet
0 250 500 Meters

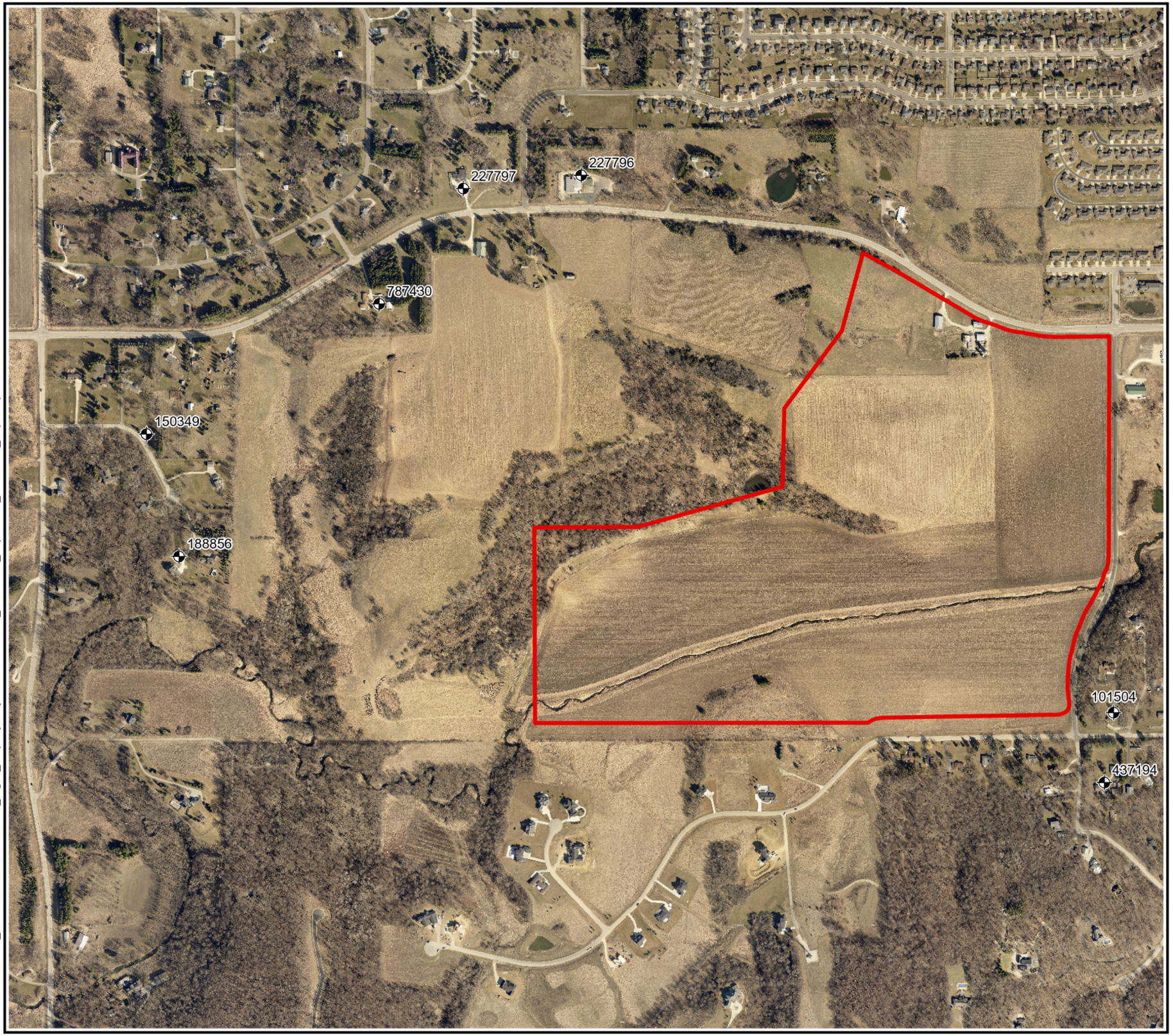
- Site Boundary
- 1,301-1,350
- 1,251-1,300
- 1,201-1,250
- 1,151-1,200
- 1,101-1,150
- 1,051-1,100
- 1,001-1,050
- 951-1,000
- 901-950
- 851-900
- 801-850
- 751-800

Notes:
Elevation of the bedrock surface and legend is in feet above mean sea level.

Bay West

Drawn By: J.Q. Date Drawn/Revised:7/25/2025 Project No.J25

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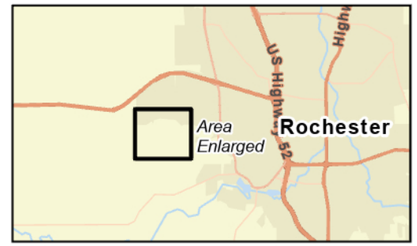
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Figure 5

MDH MWI Map

Rochester-Nigon Property

4700 Country Club Rd W
Rochester, MN 55902



Map Projection: NAD 1983 UTM Zone 15 N, Meters
Basemap: Olmstead Aerial Imagery WMS, 2024

0 625 1,250 Feet
0 200 400 Meters

Well Location
Site Boundary

Notes:
MDH = Minnesota Department of Health
MWI = monitoring well index

Bay West

Drawn By: J.Q. Date Drawn/Revised:7/25/2025 Project No.J25(480



Figure 6

Observed Decorah Shale Influence Boundary Map

Rochester-Nigon Property

4700 Country Club Rd W
Rochester, MN 55902



Map Projection: NAD 1983 UTM Zone 15 N, Meters
Basemap: ESRI World Imagery WMS

0 50 100 Feet
0 15 30 Meters

- Soil Boring
- Test Pit
- Berm/Impoundment
- 50-foot Setback from Wetland or Influence Boundary
- Decorah Edge Influence
- Impoundment/Incidental Wetland
- Wetland poly - TEP Revised (17,254 sf)
- Site Boundary

Notes:
The 50-foot buffer has an extension on the North end due to the Decorah Edge Influence area.
sf = square feet

Bay West

Drawn By: J.Q. Date Drawn/Revised:9/10/2025 Project No.J25(481

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APPENDIX E

Wetland Delineation Report

4700 Country Club Road

Rochester & Cascade Townships, Olmsted County, Minnesota

Wetland Delineation Report

Prepared for

Pulte Homes

by

Kjolhaug Environmental Services Company, Inc.
(KES Project No. 2025-030)

June 10, 2025

4700 Country Club Road

Rochester & Cascade Townships, Olmsted County, Minnesota

Wetland Delineation Report

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2. Existing Conditions
3. National Wetlands Inventory
4. Soil Survey
5. DNR Public Waters Inventory
6. National Hydrography Dataset
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B. Wetland Delineation Data Forms
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D. Offsite Hydrology Review Recording Form and Aerial Photos
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4700 Country Club Road

Rochester & Cascade Townships, Olmsted County, Minnesota

Wetland Delineation Report

1. WETLAND DELINEATION SUMMARY

- The ~176-acre 4700 Country Club Road site was inspected on May 9 and May 22, 2025 for the presence and extent of wetland.
- The National Wetlands Inventory (NWI) map showed one PUBFh wetland (impoundment) in the north part of the site, and another PUBFh wetland (impoundment) just offsite to the northwest. The map also showed one R2UBHx (surface flooding, permanent) riverine feature flowing from west to east through the south half of the site.
- The soil survey showed Sawmill silty clay loam as the hydric soil type mapped within the site boundary.
- The DNR Public Waters Inventory showed DNR Public Watercourse M-034-071 (Cascade Creek) within site boundaries (corresponding to the NWI mapped R2UBHx feature).
- The National Hydrography Dataset showed three Stream/River surface water features within the site boundaries, one of which corresponds to the NWI mapped R2UBHx feature/Cascade Creek.
- One Type 1 (PEMAd) partially drained, wet meadow (seep fed) wetland and one Type 5 (PUBFh) impounded incidental wetland were delineated in the north part of the site as shown on **Figure 2**.

Table 1. Wetlands delineated on the 4700 Country Club Road site.

Wetland ID	Wetland Type				Dominant Vegetation	Area (ac)
	Circular 39	Cowardin	HGM Class	Eggers and Reed		
Wetland 1	Type 2	PEM1Ad	Slope (groundwater seep)	Partially drained (sloping) wet meadow seep	Sedge, woolgrass, bulrush, reed canary grass	0.23
Incidental Wetland A	Type 5	PUBFh	Depression	NA	Unvegetated	0.18

2. OVERVIEW

The ~176-acre 4700 Country Club Road site was inspected on May 9 and May 22, 2025 for the presence and extent of wetland. The site was located in Sections 5 & 6 of T106N, R14W and Section 32 of T107N, R14W, Olmsted County, Minnesota. More specifically, the site was located southwest of the intersection of Country Club Road West and 45th Avenue SW (**Figure 1**). The review area corresponded to parts of Olmsted County PARIDs 743233081149 and 640611084153, and all of PARID 640522041608.

The parcel was comprised primarily of row crop land planted with corn for the 2025 season. Unfarmed areas of the site were comprised of meadow and woodland used as pasture. A farmstead/outbuildings were located just south of Country Club Road. Topography on the site was highest along the north (~1172 ft), northwest (~1136 ft), and southcentral (~1072 ft MSL) and from there sloped downhill to the center of the site to Cascade Creek with a top of bank ranging from ~1038 to ~1030 ft from west to east.

One (1) natural wetland and one (1) incidental wetland were delineated within the site boundaries. The delineated wetland boundaries and existing conditions are shown on **Figure 2**. Figure 2 does not represent an official survey.

Appendix A of this report includes a Joint Application Form for Activities Affecting Water Resources in Minnesota, which is submitted in request for a wetland boundary and type determination approval for Wetland 1 and No Loss/incidental concurrence for Incidental Wetland A from the Olmsted County SWCD under the Minnesota Wetland Conservation Act (WCA).

3. METHODS

Wetlands were identified using the Routine Determination method described in the Corps of Engineers Wetlands Delineation Manual (Waterways Experiment Station, 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0) as required under Section 404 of the Clean Water Act and the Minnesota Wetland Conservation Act.

Wetland boundaries were identified as the upper-most extent of wetland that met criteria for hydric soils, hydrophytic vegetation, and wetland hydrology. The wetland-upland boundaries were located within active pasture and were therefore located using a sub-meter accuracy GPS unit. Figure 2 does not constitute an official survey product.

Soils, vegetation, and hydrology were documented at a representative location along the wetland-upland boundary. Plant species dominance was estimated based on the percent aerial or basal coverage visually estimated within a 30-foot radius for trees and vines, a 15-foot radius for the shrub layer, and a 5-foot radius for the herbaceous layer within the community type sampled.

Soils were characterized to a minimum depth of 24 inches (unless otherwise noted) using a Munsell Soil Color Book and standard soil texturing methodology. Hydric soil indicators used are from Field Indicators of Hydric Soils in the United States (USDA Natural Resources Conservation Service (NRCS) in cooperation with the National Technical Committee for Hydric Soils, Version 8.1, 2017).

Mapped soils are separated into five classes based on the composition of hydric components and the Hydric Rating by Map Unit color classes utilized on Web Soil Survey. The five classes include Hydric (100 percent hydric components), Predominantly Hydric (66 to 99 percent hydric components), Partially Hydric (33 to 65 percent hydric components), Predominantly Non-Hydric (1 to 32 percent hydric components), and Non-Hydric (less than one percent hydric components).

Plants were identified using standard regional plant keys. Taxonomy and indicator status of plant species was taken from the 2018 National Wetland Plant List (U.S. Army Corps of Engineers 2018. National Wetland Plant List, version 3.3, Engineer Research and Development Center, Cold Regions Research and Engineering Laboratory, Hanover, NH).

4. RESULTS

4.1 Review of NWI, Soils, Public Waters, and NHD Information

The National Wetlands Inventory (NWI) (Minnesota Geospatial Commons 2009-2014 and U.S. Fish and Wildlife Service) one PUBFh wetland (impoundment) in the north part of the site, and another PUBFh wetland (impoundment) just offsite to the northwest. The map also showed one R2UBHx (surface flooding, permanent) riverine feature flowing from west to east through the south half of the site (**Figure 3**).

The Soil Survey (USDA NRCS 2015) Sawmill silty clay loam as the hydric soil type mapped within the site boundary. Soil types mapped on the property are listed in **Table 2** on the following page and a map showing soil types is included in **Figure 4**.

The Minnesota DNR Public Waters Inventory (Minnesota Department of Natural Resources 2015) showed DNR Public Watercourse M-034-071 (Cascade Creek) within site boundaries (corresponding to the NWI mapped R2UBHx feature) (**Figure 5**).

The National Hydrography Dataset (U.S. Geological Survey 2015) three Stream/River surface water features corresponding within the site boundaries, one of which corresponds to the NWI mapped R2UBHx feature/Cascade Creek (**Figure 6**).

Table 2. Soil types mapped on the 4700 Country Club Road site.

Symbol	Soil Name	Acres	% of Area	% Hydric	Hydric Category
19	Chaseburg silt loam, moderately well drained, 0 to 2 percent slopes	2.2	1.20%	0	Not Hydric
173F	Frontenac loam, 15 to 35 percent slopes	0.2	0.10%	10	Predominantly Non-Hydric
289	Radford silt loam	90.2	51.10%	10	Predominantly Non-Hydric
322D2	Timula silt loam, 12 to 20 percent slopes, moderately eroded	37.2	21.10%	0	Not Hydric
467	Sawmill silty clay loam	7.7	4.40%	95	Predominantly Hydric
473D	Dorerton loam, 12 to 25 percent slopes	4.2	2.40%	0	Not Hydric
477B	Littleton silt loam, 1 to 4 percent slopes	1.7	1.00%	10	Predominantly Non-Hydric
593E	Elbaville silt loam, 18 to 30 percent slopes	0.4	0.20%	0	Not Hydric
N150E	Brodale channery loam, deep, 20 to 30 percent slopes	2.4	1.40%	0	Not Hydric
N501D2	Downs silt loam, 12 to 18 percent slopes, moderately eroded	3.5	2.00%	0	Not Hydric
N518B	Lindstrom silt loam, 2 to 6 percent slopes	25.2	14.30%	0	Not Hydric
N518C	Lindstrom silt loam, 6 to 12 percent slopes	1.6	0.90%	0	Not Hydric

4.2 Wetland Determinations and Delineations

Potential wetlands were evaluated during field observations on May 9 and May 22, 2025. One (1) natural wetland and one (1) incidental wetland were identified and delineated on the property (**Figure 2**). Corresponding data forms are included in **Appendix B**. The following description of the wetlands and their adjacent upland reflects conditions observed at the time of the May 22 field visit. At that time, meadow and woodland vegetation was actively growing and the crop field has been planted to corn.

Precipitation conditions were Wet (atypical) based on the three-month antecedent precipitation data for a date of May 22, 2025, and within the normal range based on the Antecedent Precipitation Tool (APT) (**Attachment C**).

Wetland 1 was a Type 1 (PEMAd) partially drained (sloping), wet meadow wetland dominated by sedge, woolgrass, bulrush, and reed canary grass. The wetland hydrology source was from shallow groundwater seepage. Some of the wetland contained shallow (<3”), flowing surface water between sedge hummocks, while other parts of the wetland contained soils saturated at the surface.

At the time of the May 9th site visit, seep discharge was not sufficient to so as to contribute water to the downslope impoundment depression (Incidental Wetland A) even though climatic conditions were within or above the normal range according to the APT. Wetland 1 was not shown as wetland on the NWI map and was not located in a mapped hydric map unit.

Adjacent upland was comprised of active cow pasture dominated by Kentucky bluegrass. No primary or secondary hydrology indicators were observed in the upland.

Incidental Wetland A was a Type 5 (PUBFh) impoundment/retention pond that was unvegetated due to silt deposition. No surface water was present during the May 9th site visit, and no free water or saturated soils were observed within 24 inches of the soil surface. Indicators of hydrology included inundation visible on aerial imagery and geomorphic position.

Adjacent upland was comprised of active cow pasture dominated by Kentucky bluegrass. No primary or secondary hydrology indicators were observed in the upland.

Incidental Wetland A was shown as a PUBFh wetland on the NWI map but was not located in a mapped hydric soil unit. The berm along the south side of Incidental Wetland A does not have an outlet pipe/structure. Excess water can discharge from Wetland A at the north/northeast side of the depression, flowing over upland for a considerable distance to the east and then south.

A photo of Incidental Wetland A and Wetland 1 is included in **Appendix E**.

4.3 Aerial Review for Offsite Hydrology Determinations

Areas in agricultural cropland that exhibit potential wetland signatures on aerial photography and/or that are located within low or depressional topography are to be reviewed following methods described in Guidance for Offsite Hydrology/Wetland Determinations (St. Paul District Corps of Engineers and Minnesota Board of Water and Soil Resources (BWSR) 2016) and Guidance for Submittal of Delineation Reports to the St. Paul District Corps of Engineers and Wetland Conservation Act Local Governmental Units in Minnesota, Version 2.0 (USACE 2015).

Signatures at locations of potential wetlands on aerial photographs were interpreted and classified using seven codes (**Table 3**).

Table 3. Aerial photograph interpretation codes

Code	Classification
CS	Crop stress
DO	Drowned out
NC	Not cropped
SW	Standing water
WS	Wetland signature
AP	Altered pattern
NV	Normal vegetation

This analysis used only aerial photographs taken following periods of average normal antecedent precipitation within the normal range as determined using the Wetland Delineation Precipitation Data Retrieval tool (Minnesota Climatology Office 2015). This tool classifies antecedent precipitation as Normal (N), Wet (W) or Dry (D) by comparing precipitation during the three months preceding the estimated date of aerial photography to the 30-year average from 1981-2010.

All available Google Earth and MnGEO FSA photo years were assessed for wet/normal/dry climatic conditions using the Wetland Delineation Precipitation Data Retrieval. The 6 most recent normal photos were used for the assessment.

Four (4) areas showing potential wet signatures on the 2019 FSA photo (most recent "Wet" photo) were included in the review. The locations of ***Areas D, E, F, G*** are shown on **Figure 7**. Photographs for each year of review and the Wetland Hydrology Recording from Aerial Imagery - Recording Form are included in **Appendix D**.

Areas D and F exhibited signatures in 0% of normal photos, did not require field verification, and ***are not a wetland based on the recording form decision matrix.***

Areas E and G exhibited signatures in 17% of normal photos, did not require field verification, and ***are not a wetland based on the recording form decision matrix***.

4.4 Other Areas

Area B was located downslope of an offsite mapped PUBFh wetland/impoundment (**Figure 2**). An outlet in the berm on the south side of the impounded wetland drained to an excavated channel, which then drained to an excavated depression with a low constructed berm on its south side. Sample points taken in the depression and upslope from the depression (**see SPB1-upl and SPB2-upl – Appendix B**) did not meet any hydric soil indicators.

Photos of areas Area B are included in **Appendix E**

Area C was located upslope and northwest of Area B (**Figure 2A**). In the field, Area C was a convex hillslope dominated by reed canary grass. Soils met hydric indicator F6/redox dark surface. However, no free water or saturation were observed within 32 inches of the soil surface. Although seep discharge was present on the hillslope above Area C, it appears that seep water disperses over and/or infiltrates back into soil prior to reaching the project site.

Area D (**Figure 2**) is mapped with alluvial hydric soil (Sawmill) by the soil survey. Area D was included in the offsite review. See Section 4.3 of this report.

The PWI map (**Figure 5**) shows Cascade Creek (a DNR Public Watercourse) flowing from west to east through the site. The top of the bank of the creek was located. Intermittent areas of wetland were located below the top of the bank, but above the bed of creek. This feature is bordered by a 50-ft perennially vegetated buffer. See photos included in **Appendix E**.

The NHD map (**Figure 6**) showed three Stream/River surface water features within the site boundaries, one of which corresponds to Cascade Creek. The other two features are shown entering the site from the south and then flowing north to connect with Cascade Creek. In the field, these areas were cropland planted to corn. No defined surface swales or drainage paths were observed. See photos included in **Appendix E**.

No other areas were mapped as wetland on the NWI map or with hydric soil on the soil survey. No other areas dominated with hydrophytic vegetation were observed within site boundaries.

4.5 Request for Wetland Boundary and Jurisdictional Determination

Appendix A of this report includes a Joint Application Form for Activities Affecting Water Resources in Minnesota, which is submitted in request for a wetland boundary and type determination approval for Wetland 1 and No Loss/incidental concurrence for Incidental Wetland A from the Olmsted County SWCD under the Minnesota Wetland Conservation Act (WCA).

5. CERTIFICATION OF DELINEATION

The procedures utilized in the described delineation are based on the U.S. Army Corps of Engineers 1987 Wetlands Delineation Manual as required under Section 404 of the Clean Water Act and the Minnesota Wetland Conservation Act. This wetland delineation and report were prepared in compliance with the regulatory standards in place at the time the work was performed.

Site boundaries indicated on figures within this report are approximate and do not constitute an official survey product.

Delineation completed by: Melissa Lauterbach-Barrett, Wetland Specialist
Minnesota Certified Wetland Delineator No. 1085

Report prepared by: Melissa Lauterbach-Barrett, Wetland Specialist
Minnesota Certified Wetland Delineator No. 1085

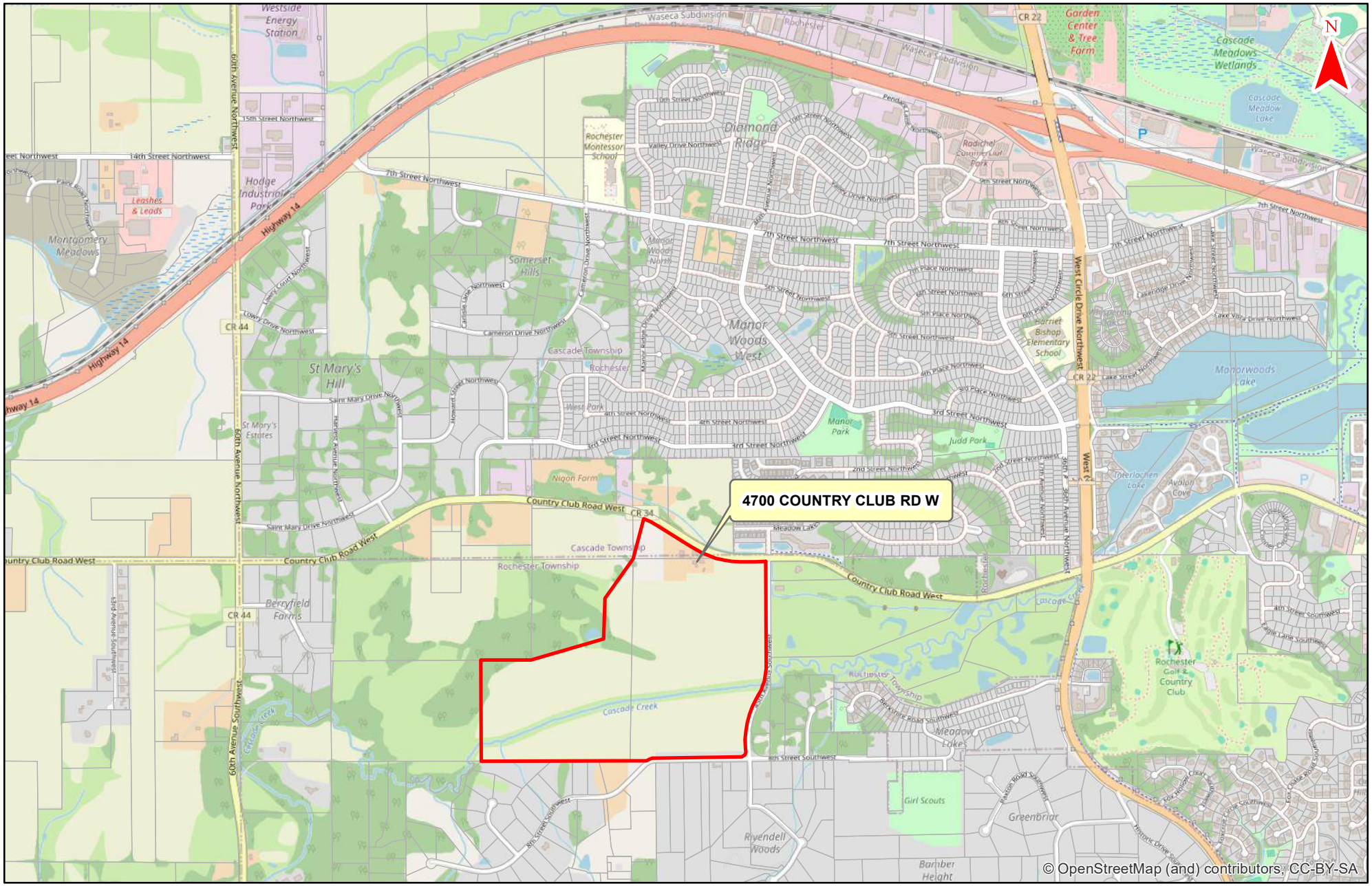
Report reviewed by: _____ Date: June 10, 2025
Mark Kjolhaug, Professional Wetland Scientist No. 000845

4700 Country Club Road
Rochester & Cascade Townships

Wetland Delineation Report

FIGURES

1. Site Location
2. Existing Conditions
3. National Wetlands Inventory
4. Soil Survey
5. DNR Protected Waters Inventory
6. National Hydrography Dataset
7. Offsite Hydrology Assessment Areas



KJOLHAUG ENVIRONMENTAL

0 2,500 Feet

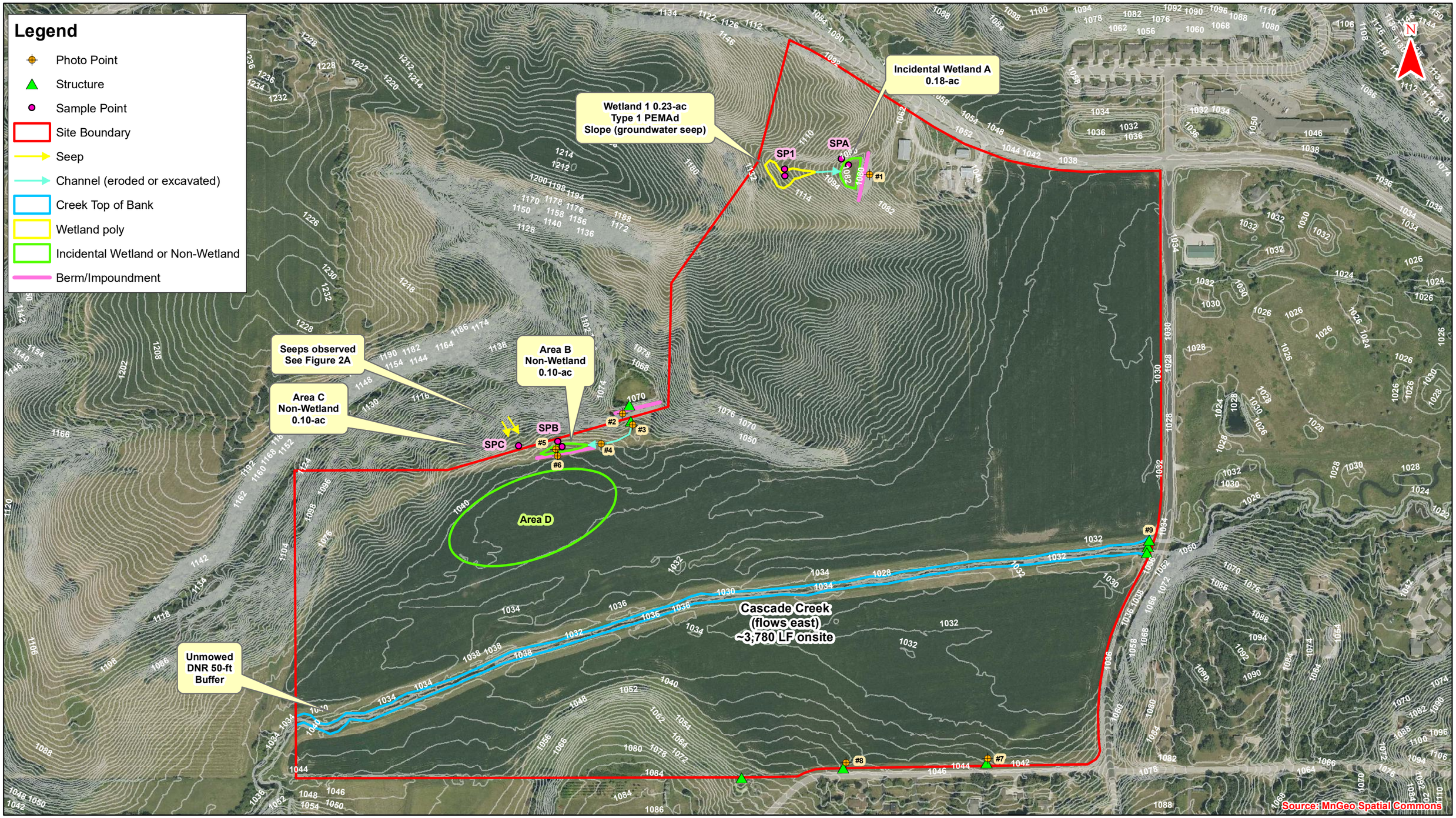
Legend

- Site Boundary
- Parcels of Open Data "Opt-In" Counties

Figure 1 - Site Location

Nigon Property - 4700 COUNTRY CLUB RD W (KES 2025-030)
Rochester & Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey pro



KJOLHAUG ENVIRONMENTAL

0 1,000 Feet

Figure 2 - Existing Conditions (2023 FSA)

Nigon Property - 4700 COUNTRY CLUB RD W (KES 2025-030)
Rochester & Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey pr

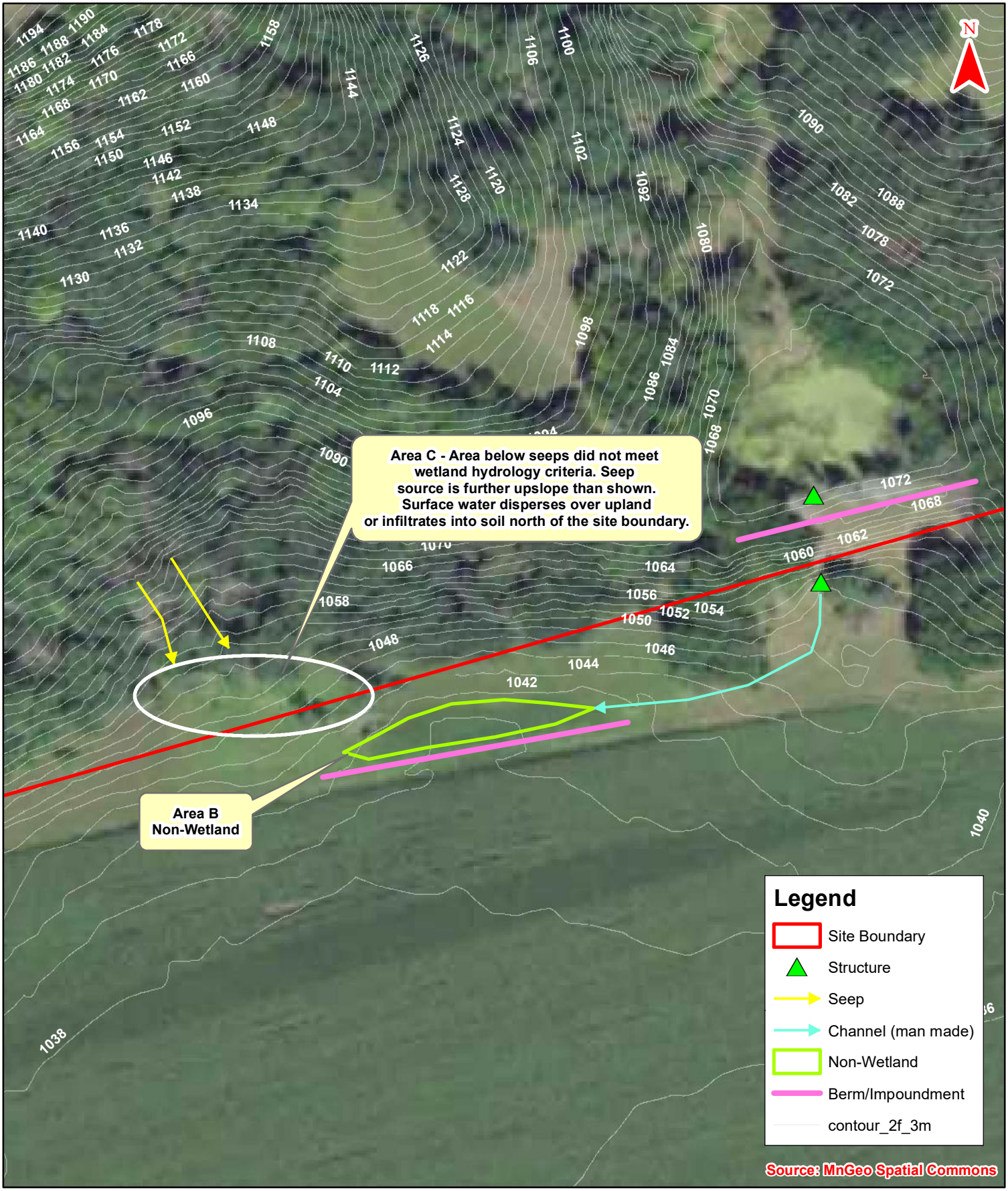


Figure 2A - Existing Conditions (2021 FSA)

Nigon Property - 4700 COUNTRY CLUB RD W (KES 2025-030)
Rochester & Cascade Townships, Minnesota

KJOLHAUG ENVIRONMENTAL

0 150 Feet

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.



KJOLHAUG ENVIRONMENTAL

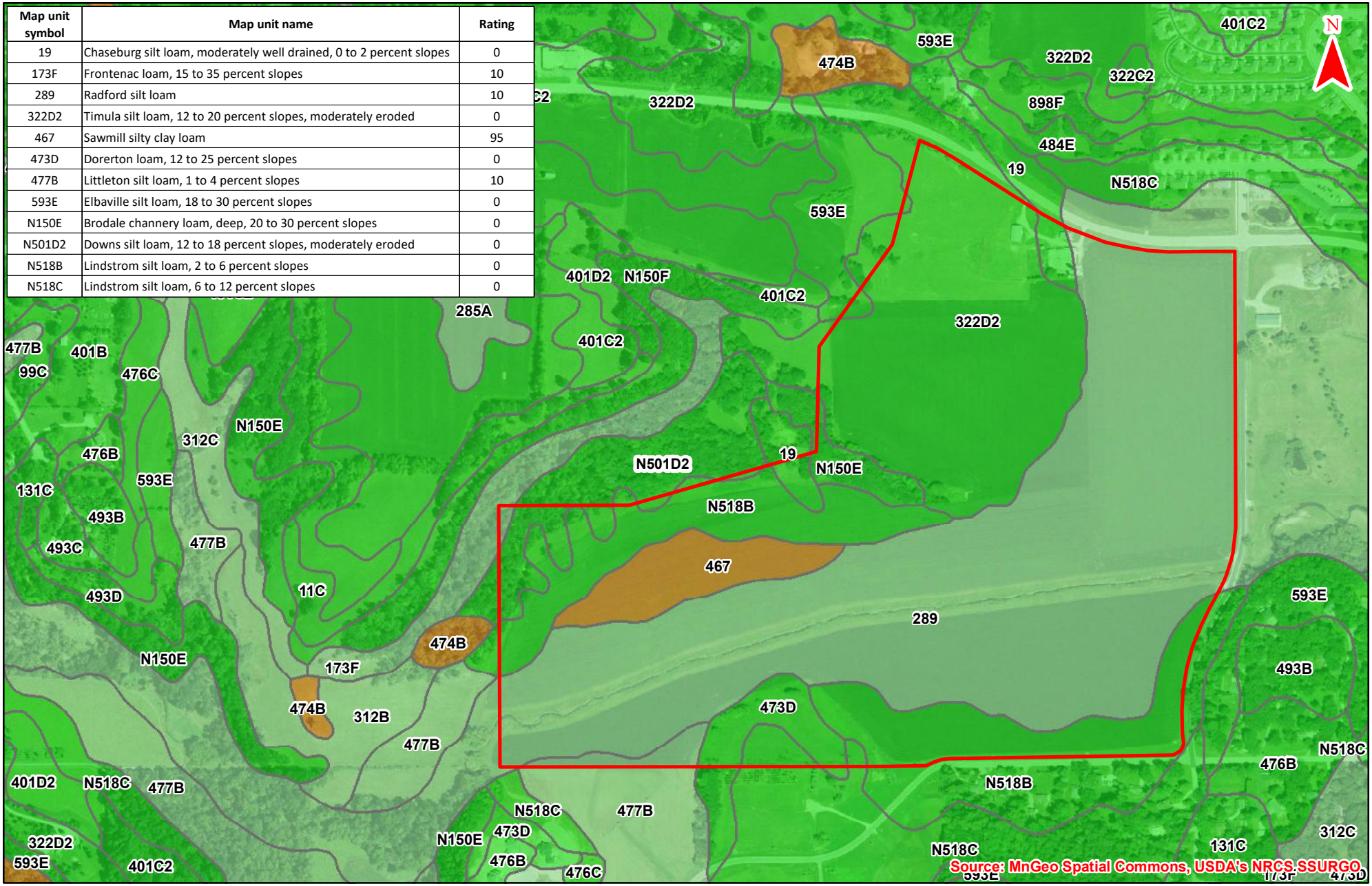
0 1,000 Feet

Figure 3 - MnDNR National Wetlands Inventory Update

4700 Country Club Rd W (KES 2025-030)
Rochester and Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey prod

Map unit symbol	Map unit name	Rating
19	Chaseburg silt loam, moderately well drained, 0 to 2 percent slopes	0
173F	Frontenac loam, 15 to 35 percent slopes	10
289	Radford silt loam	10
322D2	Timula silt loam, 12 to 20 percent slopes, moderately eroded	0
467	Sawmill silty clay loam	95
473D	Dorerton loam, 12 to 25 percent slopes	0
477B	Littleton silt loam, 1 to 4 percent slopes	10
593E	Elbaville silt loam, 18 to 30 percent slopes	0
N150E	Brodale channery loam, deep, 20 to 30 percent slopes	0
N501D2	Downs silt loam, 12 to 18 percent slopes, moderately eroded	0
N518B	Lindstrom silt loam, 2 to 6 percent slopes	0
N518C	Lindstrom silt loam, 6 to 12 percent slopes	0



KJOLHAUG ENVIRONMENTAL

0 1,200 Feet

Legend

Site Boundary

Hydric Rating by Map Unit PP

SDV_HydrcRatng_PP.HydrcRatng_PP

- Not Hydric (0%)
- Predominantly Non-Hydric (1 to 32%)
- Predominantly Hydric (66 to 99%)

Figure 4 - Soil Survey

4700 Country Club Rd W (KES 2025-030)
Rochester and Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey prod



KJOLHAUG ENVIRONMENTAL

0 1,500 Feet

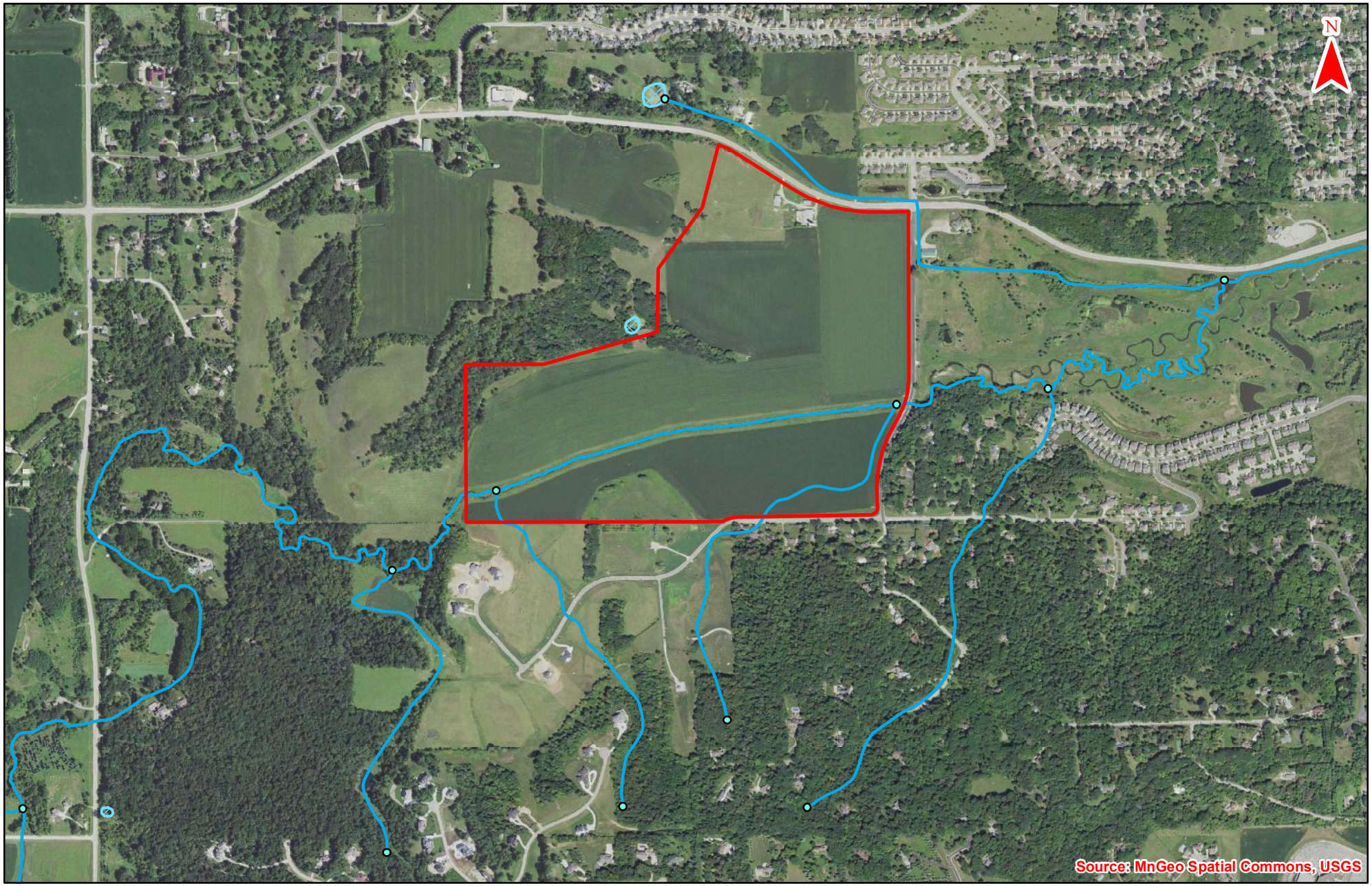
Legend

- Site Boundary
- Public Water Watercourse
- Public Ditch/Altered Natural Watercourse
- Public Waters Basins

Figure 5 - DNR Public Waters Inventory

4700 Country Club Rd W (KES 2025-030)
Rochester and Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey prod



KJOLHAUG ENVIRONMENTAL

0 2,000 Feet

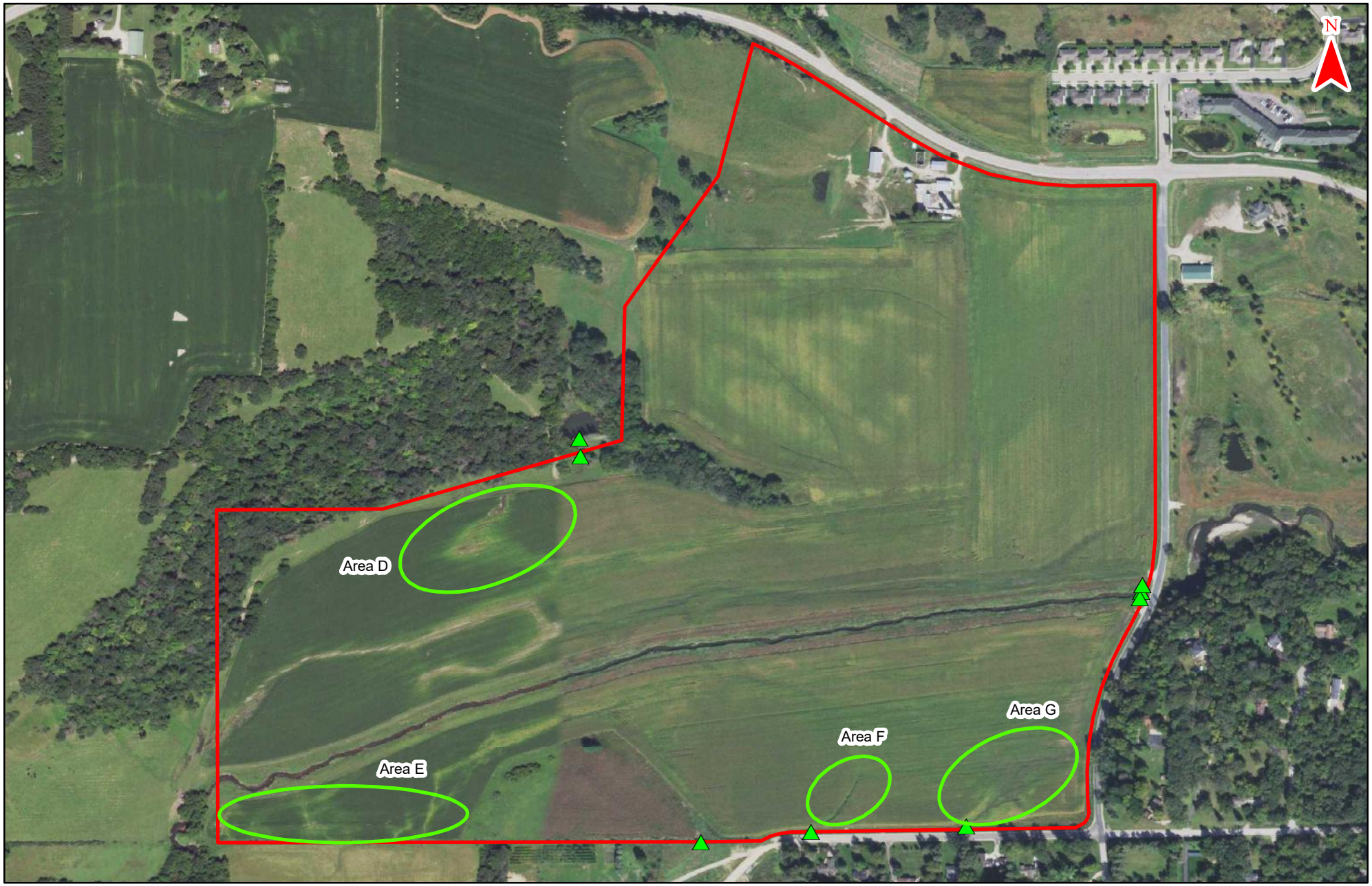
Legend

- Site Boundary
- HYDRO NET Junctions
- Stream/River
- Lake/Pond

Figure 6 - National Hydrography Dataset

4700 Country Club Rd W (KES 2025-030)
Rochester and Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey prod



KJOLHAUG ENVIRONMENTAL

0 1,000 Feet

Legend

- Structure
- Site Boundary

Figure 7 - Offsite Assessment Areas (2019 FSA - overall Wet season)

Nigon Property - 4700 COUNTRY CLUB RD W (KES 2025-030)
Rochester & Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey pro

Legend

- Photo Point
- Structure
- Sample Point
- Site Boundary
- Creek Top of Bank
- Seep
- Wetland poly TEP
- Channel (eroded or excavated)
- Incidental Wetland or Non-Wetland
- Berm/Impoundment

Incidental Wetland A
0.18-ac

Wetland 1 0.40-ac
Type 1 PEMAd
Slope (groundwater seep)

SP1

SPA

#1

Seeps observed
See Figure 2A

Area B
Non-Wetland
0.10-ac

Area C
Non-Wetland
0.10-ac

SPB

SPC

#2

#3

#4

#5

#6

Area D

#9

Cascade Creek
(flows east)
~3,780 LF onsite

Unmowed
DNR 50-ft
Buffer

#8

#7

Source: MnGeo Spatial Commons

KJOLHAUG ENVIRONMENTAL

0 1,000 Feet

TEP Revised Figure 2 - Existing Conditions (2023 FSA)

Nigon Property - 4700 COUNTRY CLUB RD W (KES 2025-030)
Rochester & Cascade Townships, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey pr

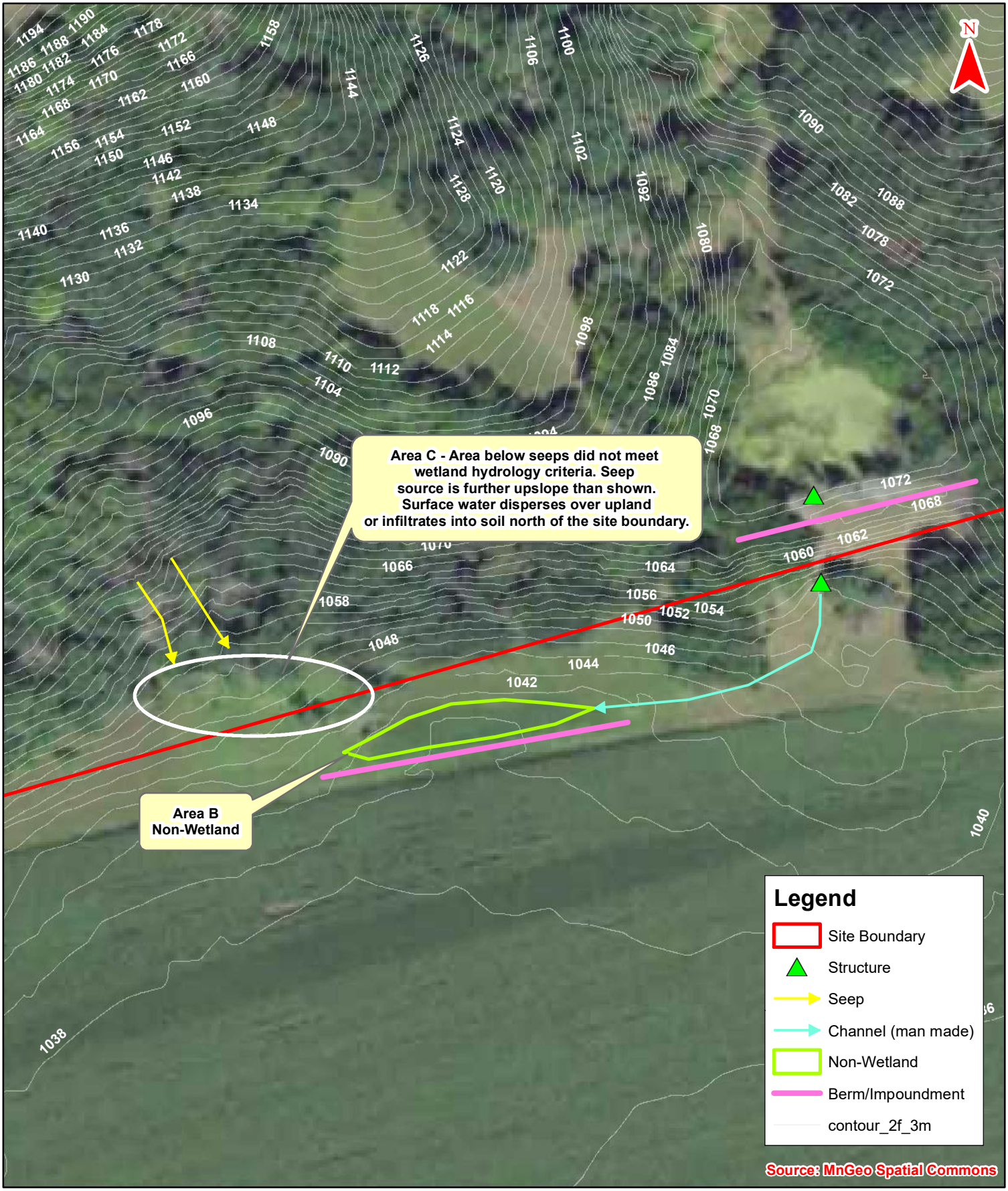


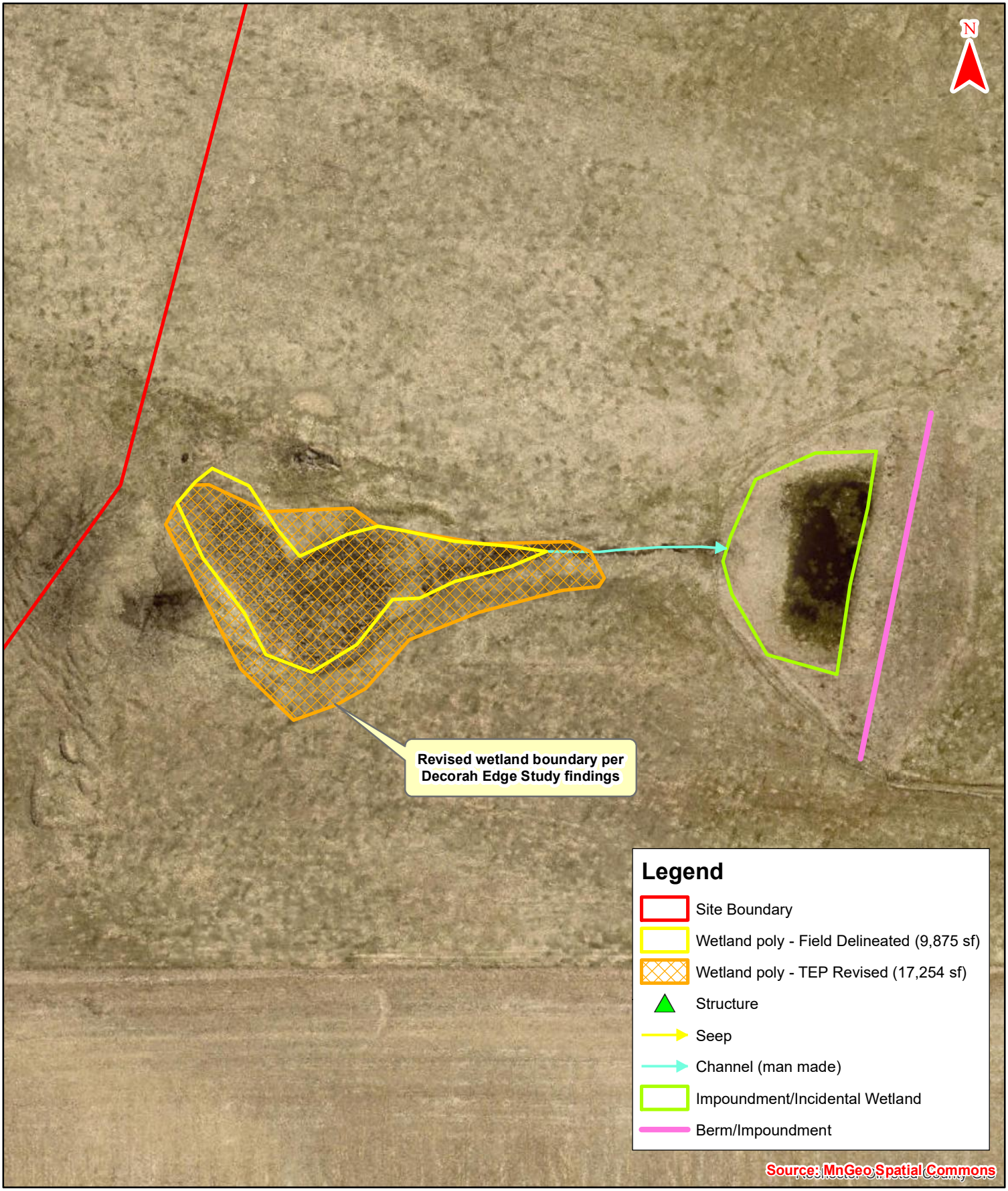
Figure 2A - Existing Conditions (2021 FSA)

Nigon Property - 4700 COUNTRY CLUB RD W (KES 2025-030)
Rochester & Cascade Townships, Minnesota

KJOLHAUG ENVIRONMENTAL

0 150 Feet

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.



TEP Revised Boundary - Figure 2B - Existing Conditions (Olmsted Co Photo)

Nigon Property - 4700 COUNTRY CLUB RD W (KES 2025-030)
Rochester & Cascade Townships, Minnesota

KJOLHAUG ENVIRONMENTAL

0 150 Feet

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

APPENDIX F

Phase I Environmental Site Assessment

Phase I Environmental Site Assessment

Proposed Residential Development – Nigon Property
4700 Country Club Road West
Rochester, Minnesota

Prepared For

PulteGroup, Inc.

BRAUN INTERTEC
The Science You Build On.

Project B2500223
February 21, 2025

Braun Intertec Corporation

Braun Intertec Corporation
11001 Hampshire Avenue S
Minneapolis, MN 55438

Phone: 952.995.2000
Fax: 952.995.2020
Web: braunintertec.com

February 21, 2025 Project B2500223

Haley Daily
PulteGroup, Inc.
1650 West 82nd Street, Suite 300
Bloomington, MN 55431

Re: Phase I Environmental Site Assessment
Proposed Residential Development – Nigon Property
4700 Country Club Road West
Rochester, Minnesota

Dear Ms. Daily:

In accordance with your written authorization, Braun Intertec Corporation conducted a Phase I Environmental Site Assessment (ESA) of the above-referenced property (Site). The objective of the Phase I ESA was to identify recognized environmental conditions in connection with the Site and to assist in satisfying All Appropriate Inquiries (AAI) standards and practices. The Phase I ESA was conducted in general conformance with the scope and limitations of ASTM International (ASTM) Practice E1527-21 and 40 Code of Federal Regulations (CFR) Part 312.

The Phase I ESA was prepared on behalf of, and for sole use by, PulteGroup, Inc. (Client) unless otherwise specified in Section 1.3 of the attached report. Please refer to the report for the scope, methods, and conclusions of our assessment.

We appreciate the opportunity to provide professional services to you for this project. If you have any questions regarding the attached report, please contact Danielle Stickler at 612.325.6917 or (dstickler@braunintertec.com).

Sincerely,

BRAUN INTERTEC CORPORATION

Danielle Stickler
Project Scientist

Brandon M. Brayfield, PG
Senior Scientist

Attachment: Phase I Environmental Site Assessment Report

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Executive Summary

Braun Intertec Corporation conducted a Phase I Environmental Site Assessment (ESA) of the approximately 176-acre property located at 4700 Country Club Road West in Rochester, Minnesota (Subject Property, hereafter referred to as Site) in general conformance with the scope and limitations of ASTM International (ASTM) Practice E1527-21 and 40 Code of Federal Regulations (CFR) Part 312.

The 176-acre Site has been primarily developed as cultivated agricultural land with a farmstead located on the north part of the Site since at least 1937. The Site is comprised of Olmstead County Parcel 640522041608 and parts of Olmstead County Parcels 743233081149 and 640611084153. Parcel 743233081149 is developed with a machine shed and a hay shed (north) and pastureland; Parcel 640522041608 is developed with a hay shed (south), granary, lean-to, two silos, a feedlot and a feed bunk conveyor, cultivated agricultural land with Cascade Creek traversing in east-west orientation through the south portion of the parcel; and Parcel 640611084153 is cultivated land with Cascade Creek traversing in east-west orientation through the south portion of the parcel. All of the buildings are unheated and had concrete floors with the exception of the north hay shed that had a gravel floor. The south hay shed was being rented by a landscaping company, Decker Landscaping, for storage purposes. One approximately 1,000-gallon diesel fuel AST was located along the west exterior wall of the north hay shed. Staining was noted primarily along the south side of the tank on the concrete and gravel beneath the tank. A 200-gallon gasoline AST supported on stilts was reportedly formerly located near the southern silo on the Site. Historically, additional farmstead buildings were located on the Site in the vicinity of the existing buildings that have since been demolished including former horse barns, silos, and a machine shed.

Based on the readily available historical information, the surrounding area was largely cultivated agricultural land, tree-covered, and/or residential at the time of the earliest historical sources (1937). Residential development in the surrounding area progressively increased beginning in the 1960s with a more significant increase noted in the 1980s. Despite the increase in residential density, some adjoining land north, east, south and west continued to be cultivated agricultural land through 1991. A golf course was located east of the Site from 2003 through 2013 and residential development had expanded north of the Site boundary beginning in 2003. By 2013 it appears the golf course was not in use although the clubhouse and maintenance buildings remain. By approximately 2019 the cultivated land located south of the Site was redeveloped with residential dwellings. The only farmland that remains adjoining the Site, is a small section to the north and land west of the Site. By 2023 and at the time of this assessment, the Site was bound to the north and south by residential development; to the east by Homeward Bound Animal Clinic, Med City Electric, and vacant land; and to the west by cultivated agricultural land and woods. No obvious indications of environmental concerns were noted on adjoining or nearby properties

at the time of the reconnaissance and no listings indicative of a release were identified in the adjoining area through a review of the available regulatory information.

This assessment has revealed the following recognized environmental conditions, controlled recognized environmental conditions, or significant data gaps in connection with the Site.

Recognized Environmental Conditions (RECs)

- One approximately 1,000-gallon diesel fuel AST was located along the west exterior wall of the north hay shed. Staining was noted primarily along the south side of the tank on the concrete and gravel beneath the tank. A 200-gallon gasoline AST supported on stilts was reportedly formerly located near the southern silo on the Site and has since been relocated to a parcel owned by the Nigon family north of the Site. Based on the observations at time of the Site reconnaissance, it is our opinion that the staining and potential for releases of petroleum from the tanks to the subsurface represents a REC.

- The existing machine shed has been located on the north portion of the Site since approximately 1980. According to the property owner, a former machine shed was located directly north of the granary from the 1960s until approximately 2018. Based on the long history of farm equipment used, stored and maintained at the Site in those buildings, there is a potential that releases of hazardous substances or petroleum products may have occurred. This potential represents a REC.

- Reportedly sludge from the septic system connected to the Nigon family farmhouse located northwest of the Site at 4905 Country Club Road West was spread on the cultivated portion of the Site repeatedly whenever the septic tank was pumped out. Low concentrations of polyfluoroalkyl substances (PFAS) compounds, including perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), are present in many household products; therefore, there is a potential that PFAS compounds may have been discharged to the septic system and spread onto the fields at the Site. It is our opinion that the potential PFOS and PFOA impacts at the Site from spreading residential septic system biosolids on the Site fields represents a REC.

Controlled Recognized Environmental Conditions (CRECs)

This assessment has revealed no CRECs in connection with the Site.

Significant Data Gaps

This assessment did not identify significant data gaps that affected our ability to identify the presence of RECs in connection with the Site.

Additional Considerations

An additional consideration is a condition that does not meet the definition of a REC, CREC, or historical recognized environmental condition (HREC) but, in our opinion, should be brought to the attention of the User. The following additional considerations were identified during the Phase I ESA.

- Historically, additional farmstead buildings were located on the Site in the vicinity of the existing buildings that have since been demolished including former horse barns, silos, and a machine shed. According to the Site representative, materials from the former buildings were typically recycled and used to build or add onto some of the existing structures at the Site. Therefore, it is unlikely that demolition debris associated with former structures were buried on the Site, however the potential remains. If fill soils, which could include demolition debris and other wastes, are encountered, then additional assessment may be required to evaluate appropriate management and/or disposal requirements.

- The Site, Stephan Nigon Farm was listed on the ERIS report FEEDLOTS database. The Minnesota Pollution Control Agency (MPCA) tracks locations of animal feedlot facilities. The locations of animal feedlots provide information and context to support decisions on animal health, land use, and maintaining environmental quality. This is listed as an active registration. Cattle are listed as having been at this location. This listing is not considered a REC for the Site; however, the feedlot registration should be closed with the MPCA.

- An active water well is located near the granary and two unused 6-to-10-foot hand dug wells are located west of the machine shed in the pasture area. Any wells encountered during future earthwork or redevelopment activities that will no longer be used, should be properly sealed.

- If the existing buildings are to be renovated or demolished, then a hazardous building materials survey should be conducted prior to commencement of those activities to identify the presence of asbestos-containing materials, lead-based paint, or regulated wastes that may require special handling, abatement, or disposal.

- A conservation dam is located southwest of the machine shed and a conservation easement is located along either side of Cascade Creek. These land use restrictions should be taken into consideration during the redevelopment of the Site.

APPENDIX G

Phase II Environmental Site Assessment

BRAUN INTERTEC

the science you build on

Phase II Environmental Site Assessment

Nigon Property
4700 Country Club Road West
Rochester, Minnesota

Prepared for

PulteGroup, Inc.

Braun Intertec Corporation

Project B2500223.00
September 23, 2025

BRAUN INTERTEC

September 23, 2025 Project B2500223.00

Haley Daily - Sievers
PulteGroup, Inc.
1650 W 82nd Street, Suite 300
Bloomington, MN 55431

Re: Phase II Environmental Site Assessment
Nigon Property
4700 Country Club Road West
Rochester, Minnesota

Dear Ms. Daily - Sievers:

On behalf of PulteGroup, Inc., Braun Intertec Corporation (Braun Intertec) conducted a Phase II Environmental Site Assessment (ESA) of the above-referenced site (Site) in accordance with the authorized scope of services described in our proposal dated March 19, 2025. The Phase II ESA was prepared in association the proposed purchase and redevelopment of the Site. For a complete discussion of our assessment, please refer to the attached Phase II ESA report.

The objective of the Phase II ESA was to investigate the recognized environmental conditions (RECs) discovered during a recently completed Phase I ESA.

This Phase II ESA was prepared on behalf of and for use by PulteGroup, Inc.. No other party has a right to rely on the contents of this Phase II ESA without the written authorization of Braun Intertec.

We appreciate the opportunity to provide our professional services to you for this project. If you have any questions or comments regarding this report or the project in general, please contact Brandon Brayfield at 218.310.6362.

Sincerely,
Braun Intertec Corporation

Matthew M. Kennedy, GIT
Staff Scientist

Brandon M. Brayfield, PG
Supervisor, Senior Scientist

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1.0 Introduction

1.1 Authorization

Braun Intertec received authorization from Ms. Haley Daily-Sievers of PulteGroup, Inc. to conduct a Phase II Environmental Site Assessment (ESA) of the Nigon Property located at 4700 Country Club Road West in Rochester, Minnesota (Site), in accordance with the scope of services described in the Braun Intertec proposal dated March 19, 2025. The Phase II ESA was prepared in association with the proposed acquisition and residential redevelopment of the Site.

This Phase II ESA was prepared on behalf of and for use by PulteGroup, Inc. in accordance with the contract between PulteGroup, Inc. and Braun Intertec. No other party has a right to rely on the contents of this Phase II ESA without the written authorization of Braun Intertec.

1.2 Project Objective

The objective of the Phase II ESA was to evaluate whether the soil, soil vapor, and groundwater beneath the Site has been impacted due to the recognized environmental conditions (RECs) identified in a recently completed Phase I ESA (see section 2.3.).

2.0 Site Background

2.1 Site Location and Description

The Site is located at 4700 Country Club Road West (see Figure 1). The Site is located within the NW quarter of the NW quarter of Section 05, Township 106 North, Range 14 West, in the city of Rochester, Olmstead County, Minnesota. A Site Location Map is included as Figure 1. A Site Layout is included as Figure 2.

The Site is approximately 176 acres in size and is comprised of Olmstead County parcel 640522041608 and parts of Olmstead County parcels 743233081149 and 640611084153. Parcel 743233081149 is developed with a machine shed and a hay shed (north) and pastureland; parcel 640522041608 is developed with a hay shed (south), granary, lean-to, two silos, a feedlot and a feed bunk conveyor, cultivated agricultural land with Cascade Creek traversing in east-west orientation through the south portion of the parcel; and parcel 640611084153 is cultivated land with Cascade Creek traversing in east-west orientation through the south portion of the parcel. All of the buildings are unheated and have concrete floors with the exception of the north hay shed that had a gravel floor. The south hay shed was being rented by a landscaping company, Decker Landscaping, for storage purposes. One approximately 1,000-gallon diesel fuel aboveground storage tank (AST) is located along the west exterior wall of the north hay shed. A 200-gallon gasoline AST supported on stilts was reportedly formerly located near the southern silo on the Site. Historically, additional farmstead buildings were located on the Site in the vicinity of the existing buildings that have since been demolished including former horse barns, silos, and a machine shed.

The Site is bound to the north by Country Club Road West with residential dwellings, agricultural land, and Meadow Lakes Senior Living with residential properties beyond; to the east by Homeward Bound Animal Clinic, Med City Electric, vacant land and residential dwellings with Rochester Golf and Country Club and residential properties located beyond; to the south by residential properties with residential properties located beyond; and to the west by cultivated agricultural land and woods with cultivated agricultural land, woods and residential properties located beyond.

2.2 Proposed Development

The Client is considering acquisition and redevelopment of the Site into residential housing. The proposed redevelopment includes residential lots with associated roadways, utilities, stormwater features and green space. The proposed conceptual development plan is included in Appendix A.

2.3 Previous Site Investigations

Braun Intertec completed a Phase I ESA at the Site, the results of which are presented in the report entitled: *Phase I Environmental Site Assessment, Proposed Residential Development – Nigon Property, 4700 Country Club Road West, Rochester, Minnesota*, prepared by Braun Intertec, dated February 21, 2025 (Project B2500223) (2025 Phase I ESA).

The Phase I ESA identified the following RECs in connection with the Site:

- One approximately 1,000-gallon diesel fuel AST was located along the west exterior wall of the north hay shed. Staining was noted primarily along the south side of the tank on the concrete and gravel beneath the tank. A 200-gallon gasoline AST supported on stilts was reportedly formerly located near the southern silo on the Site and has since been relocated to a parcel owned by the Nigon family north of the Site. Based on the observations at time of the Site reconnaissance, it is our opinion that the staining and potential for releases of petroleum from the tanks to the subsurface represents a REC.
- The existing machine shed has been located on the north portion of the Site since approximately 1980. According to the property owner, a former machine shed was located directly north of the granary from the 1960s until approximately 2018. Based on the long history of farm equipment used, stored and maintained at the Site in those buildings, there is a potential that releases of hazardous substances or petroleum products may have occurred. This potential represents a REC.
- Reportedly sludge from the septic system connected to the Nigon family farmhouse located northwest of the Site at 4905 Country Club Road West was spread on the cultivated portion of the Site repeatedly whenever the septic tank was pumped out. Low concentrations of polyfluoroalkyl substances (PFAS) compounds, including perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), are present in many household products; therefore, there is a potential that PFAS compounds may have been discharged to the septic system and spread onto the fields at the Site. It is our opinion that the potential PFOS and PFOA impacts at the Site from spreading residential septic system biosolids on the Site fields represents a REC.

2.4 Published Geologic Information

2.4.1 Topography

Surface elevations at the Site range from approximately 1,160 feet on the northwest portion of the Site to 1,040 feet above mean sea level on the south and east portions of the Site, according to the United States Geologic Survey (USGS) 7.5-minute quadrangle for Douglas, Minnesota. The Site generally slopes to Cascade Creek traversing through the south portion of the Site.

2.4.2 Geology

The unconsolidated sediment in the Site vicinity is Holocene age sand and gravel, sandy loam to silt loam and Pleistocene age loam deposits and locally includes silt to boulders (Marchall and McDonald, 2020).

The uppermost bedrock unit in the Site vicinity is the Middle Ordovician, St. Peter Sandstone and Lower Ordovician, Prairie du Chien Group, Shakopee Formation (Steenberg, 2020). The depth to bedrock in the Site vicinity is approximately less than 25 to 75 feet below land surface (Steenberg and Chandler, 2020).

2.4.3 Hydrogeology

The depth to groundwater in the vicinity of the Site is expected to lie within 20 feet below land surface. According to published geologic information, the regional groundwater flow direction within the unconsolidated deposits in the Site vicinity is generally to the north. However, the local direction of groundwater flow may be affected by nearby streams, lakes, wells, and/or wetlands and may vary seasonally.

During this Phase II ESA, groundwater was encountered between 8.0 and 11.0 feet below ground surface (bgs) during drilling and following drilling equilibrated to depths ranging from 12.0 to 14.6 feet bgs in the temporary monitoring wells.

3.0 Scope of Services

The following tasks were conducted at the Site as part of this Phase II ESA:

- Subcontracted a licensed drilling contractor to clear public utilities through Gopher State One Call and private utilities for the investigation locations.
- Subcontracted a licensed drilling contractor to complete soil borings, install temporary groundwater monitoring wells, and complete semi-permanent soil vapor probes.
- Advanced five environmental soil borings (SB-1 through SB-5) and collected soil samples.
- Installed three temporary monitoring wells in three of the soil borings (SB-1, SB-4, and SB-5) and collected groundwater samples.

- Completed three semi-permanent soil vapor probes (VP-1 through VP-3) and collected a soil vapor sample at each location.
- Collected two sub-slab soil vapor samples (SSV-1 and SSV-2), which were completed in the existing machine shed.
- Conducted environmental monitoring during drilling and screened soil samples collected from the borings for the presence of organic vapors using a photoionization detector (PID). Visual and olfactory observations regarding potential contamination were also made and recorded.
- Analyzed representative samples of soil and groundwater for one or more of the following parameters: volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons (PAHs), diesel range organics (DRO), gasoline range organics (GRO), Eight Resource Conservation and Recovery Act (RCRA) metals, and lead.
- Analyzed soil vapor samples for VOCs and fixed gases including methane.
- Advanced five hand auger borings at the cultivated portions of the Site to collect soil samples for PFAS analyses.
- Evaluated the data and prepared this report.

3.1 Deviations from Work Plan/Proposal

Groundwater sampling was proposed for all temporary monitoring wells completed as part of the Phase II ESA. Soil boring SB-2 was completed to a depth of 16 feet bgs; however, groundwater was not encountered so no groundwater was sampled from the boring.

No other significant deviations from the proposal were noted during the Phase II ESA.

4.0 Investigation Methods and Procedures

The field work relating to the investigation was conducted on August 25 and August 26, 2025. Prior to beginning the field investigation, public utilities were cleared through Gopher State One Call and private utilities were cleared through a subcontracted private utility locator.

Field methods and results are discussed in the following sections. Soil boring logs are provided in Appendix B, vapor pin installation and soil vapor sampling forms are provided in Appendix C, laboratory analytical reports are provided in Appendix D, and Braun Intertec Standard Operating Procedures (SOPs) are provided in Appendix E.

Investigation locations are shown on Figure 2.

4.1 Soil Evaluation

4.1.1 Soil Borings

Braun Intertec subcontracted Bergerson Caswell Inc., of Maple Plain, Minnesota, to advance five soil borings, designated as SB-1 through SB-5 at the Site to depths ranging from 12 to 16 feet bgs.

The soil borings were completed with a hydraulically-driven push-probe sampling rig. To collect the soil samples from the borings, a disposable thin-walled PVC liner was placed inside of a 4 foot long sampling tool. The borehole was then advanced using the sampling tool to a total penetration depth of up to 4 feet. After advancing the tooling, the sampler was removed from the borehole and the soil sample was retrieved from the PVC liner for field screening and classification. The process was then repeated to the termination depths of the borings.

Prior to arrival onsite, the drill rig and sampling equipment were cleaned with a high pressure, hot water sprayer. Between sampling locations, non-dedicated sampling equipment was cleaned with a soap and water scrub followed by a clean water rinse.

This investigation includes soil borings advanced to depths of 15 feet or deeper. Following temporary well use, the well materials were removed, and the boreholes were sealed in accordance with Minnesota Department of Health (MDH) regulations.

4.1.2 Hand Auger Borings

Five hand auger borings, designated HA-1 through HA-5, were advanced at the cultivated portions of the Site. A hand-driven bucket auger was used to advance the hand auger borings to depths of 2 feet bgs.

4.1.3 Soil Classification and Monitoring

Soils samples from the soil borings and hand auger borings were visually and manually classified in the field by an environmental technician using ASTM D 2487 “Standard Practice for Classification of Soils for Engineering Purposes (Unified Soil Classification System)” and ASTM D 2488 “Standard Practice for Description and Identification of Soils (Visual-Manual Procedures)”. Additionally, soils were classified at the Braun Intertec soils laboratory by a geotechnical engineer using ASTM D 2487 and ASTM D 2488.

Soil samples retrieved were examined by an environmental technician for unusual staining, odors, and other apparent signs of contamination. In addition, the soil samples were screened for the presence of organic vapors using a PID. The PID was equipped with a 10.6 electron volt lamp and calibrated to an isobutylene standard. The PID was used to perform headspace method of field analyses in accordance with Braun Intertec SOPs and the MPCA recommended procedures.

4.1.4 Soil Analyses

Selected soil samples were collected from the soil borings and hand auger borings for laboratory analysis as identified in the following table. Samples were submitted to Pace Analytical Services, LLC, from Minneapolis, Minnesota (Pace).

Soil Boring/Hand Auger Sample Name	Sampling Depth (feet bgs)	Rationale	Soil Analytical Parameters
SB-1	1-2.5	Fill soils adjacent to the 1,000 -gallon AST.	VOCs, GRO, DRO with silica-gel cleanup, and PAHs
SB-2	2-4	Fill soils adjacent to the existing machine shed.	VOCs, GRO, DRO with silica-gel cleanup, PAHs, and 8 RCRA metals
SB-3	1-2	Fill soils in footprint of former machine shed.	VOCs, GRO, DRO with silica-gel cleanup, PAHs, and 8 RCRA metals
SB-4	2-4	Fill soils in footprint of former machine shed.	VOCs, GRO, DRO with silica-gel cleanup, PAHs, and 8 RCRA metals
SB-5	1-2	Fill soils adjacent to the former 200 -gallon AST.	VOCs, GRO, DRO with silica-gel cleanup, total lead, and PAHs
HA-1	0-1	Soils in upgradient location where septic system sludge was not likely applied (collected as ambient background location for comparison purposes).	PFAS
HA-2	0-1	Soils in areas where septic system sludge was likely applied.	PFAS
HA-3	0-1	Soils in areas where septic system sludge was likely applied.	PFAS
HA-4	0-1	Soils in areas where septic system sludge was likely applied.	PFAS
HA-5	0-1	Soils in areas where septic system sludge was likely applied.	PFAS

Analytical parameters for soil samples collected from each soil boring and hand auger boring are summarized in Table 1.

4.2 Groundwater Evaluation

Temporary monitoring wells (designated as SB-1, SB-4, and SB-5) were installed in three of the soil borings to evaluate groundwater conditions at the Site. The wells were permitted with the MDH. The temporary monitoring well locations are shown on Figure 2.

4.2.1 Temporary Monitoring Well Sampling

After the soil borings were advanced 5 feet into the water table, temporary monitoring wells were constructed using 1 inch diameter PVC riser and 5 foot long, 10 slot screens. Prior to sampling, static groundwater levels were measured in each monitoring well to the nearest 0.01 foot and recorded. The temporary monitoring wells were sampled using a peristaltic pump and length of new polyethylene tubing. Water samples retrieved

were examined by the field technician for unusual odors, petroleum-like sheen, and other apparent signs of contamination. The groundwater samples were placed directly into laboratory-supplied containers, preserved appropriately, and submitted to the laboratory for chemical analysis.

4.2.2 Groundwater Analyses

The groundwater samples collected from the temporary wells were submitted to Pace and analyzed for a combination of the following parameters:

- VOCs using EPA Method 8260
- Dissolved lead using EPA Methods 6010 (groundwater sample collected from boring SB-5 only, near former gasoline AST)
- DRO using the WDNR Method
- GRO using the WDNR Method

Analytical parameters for groundwater samples collected from each temporary well are summarized in Table 2.

4.3 Soil Vapor Evaluation

4.3.1 Soil Vapor Probes

Three semi-permanent soil vapor probes (VP-1 through VP-3) were completed by Bergerson Caswell Inc. in general accordance with the MPCA document entitled *Vapor Investigation and Mitigation Decision Best Management Practices* dated April 2020, c rem3 06e (MPCA 2020 Vapor Investigation Guidance). The semi-permanent soil vapor probes were installed using a hydraulically-driven push-probe rig advanced to a depth of 5 feet bgs. An inert glass bead pack was installed from 5 to 3 feet bgs, with a 6-inch-long soil vapor sampling screen installed at a depth of 4 feet bgs. The remaining annular space was sealed with hydrated bentonite and new, inert tubing was attached to the vapor sampling screen and extended to the surface. The sampling point and tubing were purged with a hand pump to remove two volumes of air directly after installation and again the following day prior to sample collection. Following each of the two purging events, organic vapor concentrations were screened with a PID, and the value was recorded. The soil vapor samples were then collected using laboratory-supplied negative pressure air-sample collection canisters (1-liter canisters) equipped with 200 milliliter per minute (mL/min) flow restrictors. Following sample collection, the tubing, valve, and tubing cap were removed from the borehole, and the borehole was sealed.

The soil vapor samples were submitted to Pace National Testing Center in Mt. Juliet, Tennessee (Pace National) and analyzed for a combination of VOCs using EPA Method TO 15 and fixed gases using EPA Method 3C.

4.3.2 Sub-Slab Vapor Points

Two sub-slab vapor sampling points (SSV-1 and SSV-2) were installed in the existing machine shed. Installation and sampling procedures were in general accordance with Appendix B of the MPCA 2020 Vapor Investigation Guidance. As part of the installation, a hole was drilled through the concrete floor slab, and an air-tight temporary soil vapor point connected to inert shut-in test tubing assembly was installed. The other end of the shut-in test assembly was connected to the valve and gauge assembly connected to the air canister. A water dam leak test and shut-in test were successfully performed verifying that there were no leaks in the sample train. The sampling point and tubing were purged to remove at least two volumes of air prior to sample collection. The soil vapor samples were then collected using laboratory-supplied negative pressure air-sample collection canisters (1-liter canisters) equipped with 200 milliliter per minute (mL/min) flow restrictors. The shut-in test assembly was disconnected. Following sampling, organic vapor concentrations at the vapor pin were screened with a PID and the value was recorded. The temporary sampling point was removed from the borehole and the borehole was patched with concrete.

The sub-slab vapor samples were submitted to Pace National and analyzed for VOCs using EPA Method TO 15.

5.0 Investigation Results

5.1 Geologic Conditions

Soil boring logs with descriptions of the various soil strata encountered during the soil boring operations and water level information are contained in Appendix B. The depths shown as changes between the soil types are approximate. The actual changes may be transitional, and the transition depths are likely to be horizontally variable.

In the area of the farmstead, fill soils consisting primarily of lean clay and sandy lean clay, were encountered from the ground surface to depths of 4 feet bgs. Underlying the fill soil was apparent native soil consisting mainly of lean clay, sandy lean clay, silty sand, and/or silt. Groundwater was encountered in borings SB-1, SB-4, and SB-5 at depths ranging from 12.0 to 14.6 feet bgs. In the cultivated portions of the Site, native soils consisting primarily of lean clay, sandy lean clay, and/or silt, were encountered from ground surface to depths of 2 feet bgs.

5.2 Field Screening

Soil recovered from the soil borings was screened by the field technician for evidence of contamination, including odors, staining, and the presence of debris. No odors, staining, or debris were observed in the soils recovered from any of the soil borings or hand auger borings.

Organic vapor/PID readings were recorded for soil samples collected from each boring. Observed organic vapor concentrations ranged from 0.0 to 0.6 parts per million (ppm), which are considered to be general background readings. Soil screening PID results are included on the boring logs in Appendix B.

Groundwater samples were examined by the field technician for evidence of contamination, including unusual odors, petroleum-like sheen, and other apparent signs of contamination. No odors, sheens, or other signs of contamination were observed in the groundwater recovered from any of the temporary monitoring wells.

5.3 Soil Analytical Results

This section provides a discussion of soil analytical results. A summary of the soil analytical results is provided in Table 1 and a summary of the soil PFAS analytical results is provided in Table 2. The complete laboratory reports with chain-of-custody forms are included in Appendix D.

The soil analytical results can be compared with the SRVs, Background Threshold Values (BTVs), and Screening Soil Leaching Values (SLVs), which are also listed on Tables 1 and 2. The SRVs and SLVs are allowable risk-based contaminant concentrations derived by the MPCA using risk assessment methodology, modeling, and risk management policy to guide investigation and cleanup actions. SRVs relate to direct-contact exposure scenarios and SLVs relate to potential leaching of contaminants to groundwater. BTVs were established by the MPCA based on an estimate of state-wide natural background concentrations for inorganics and ambient background concentrations for organics. BTVs are used in instances where the MPCA calculated a health-based SRV that is below estimated background values (MPCA guidance document c-r1-05, April 2021).

Concentrations of contaminants in soil, SRVs, BTVs (where applicable), and SLVs are expressed in units of milligrams per kilogram (mg/kg).

The following provides a summary of the soil analytical results.

- No VOCs, DRO, or GRO were detected in the soil samples analyzed at concentrations greater than or equal to the laboratory reporting limits.
- Varying concentrations of PAHs were detected in 2 of the 5 soil samples analyzed. However, the concentrations of the detected PAHs were below the applicable regulatory standards.
- Varying concentrations of the eight RCRA metals were detected in the soil samples analyzed. However, none of the metal concentrations exceeded the respective Residential/Recreational SRVs and SLVs.
- No PFAS compounds were detected at or above the laboratory reporting limits in the soil samples analyzed with the exception of perfluorooctanesulfonic acid (PFOS) in hand auger boring HA-3 (0-1'). However, the concentration of PFOS in HA-3 (0-1') did not exceed the respective Residential/Recreational SRV or SLV.

5.4 Groundwater Analytical Results

This section provides a discussion of the groundwater analytical results. A summary of the groundwater analytical results is provided in Table 2. For comparison purposes, Table 2 includes current drinking water criteria (DWC) from the MDH Human Health-Based Water guidance applicable to groundwater. DWC include a combination of MDH Health Risk Limits (HRLs), MDH Health-Based Values (HBVs), MDH Risk Assessment Advice (RAA), and Maximum Contaminant Levels (MCLs) established by the EPA. There are no established criteria for DRO and GRO for water that is not collected directly from wells used as drinking water sources. Concentrations of contaminants in water and DWC are expressed in units of micrograms per liter (µg/L).

The complete laboratory reports with chain-of-custody forms are included in Appendix D.

The following provides a summary of the groundwater analytical results.

- No VOCs were detected at concentrations greater than or equal to the laboratory reporting limits, with the exception of toluene in each of the groundwater samples analyzed. The concentration of toluene in each the groundwater samples analyzed did not exceed the respective MDH DWC.
- Dissolved lead was detected at a concentration of 37.6 µg/L in groundwater sample SB-5-GW, which exceeds the MDH DWC. Boring SB-5 was advanced near the former gasoline AST.
- DRO was detected in groundwater samples SB-1-GW and SB-2-GW at concentrations of 190 and 120 µg/L respectively. There is not an applicable drinking water standard for DRO for groundwater samples that are not collected from a potable water supply well. Note that MPCA typically uses a criterion of 1,000 µg/L to delineate the lateral extent of DRO and GRO in groundwater.
- No GRO were detected at concentrations greater than or equal to the laboratory reporting limits.

5.5 Soil Vapor Analytical Results

This section provides a discussion of the soil vapor analytical results. A summary of the soil vapor analytical results is provided in Table 3. The complete laboratory reports with chain-of-custody forms are included in Appendix D.

For comparison purposes, Table 3 includes ISVs. ISVs were developed by the MPCA in coordination with the MDH as screening values for evaluating vapor intrusion risks from VOCs identified in indoor air. The potential for indoor air to be impacted by soil vapor intrusion can also be assessed using ISVs. Concentrations of VOCs in air or soil vapor and ISVs are expressed in units of micrograms per cubic meter (µg/m^3).

Per MPCA Vapor Investigation Guidance, soil vapor results are compared to 33X ISVs to assess vapor intrusion risk if building conditions are appropriate. According to the guidance, soil vapor concentrations greater than 33X ISVs indicate a vapor source with potential vapor intrusion risk is present. A Site with contaminant concentrations greater than 33X ISVs would typically require either mitigation or additional assessment of potential pathways and receptors to better quantify risks, which might include collection of sub-slab or indoor air samples.

Various petroleum and non-petroleum related VOCs were detected in each of the five analyzed soil vapor samples at concentrations that exceeded laboratory limits. However, none of the detected concentrations exceeded their respective 33X Residential ISVs, with the exception of naphthalene in soil vapor sample SSV-1. Naphthalene was detected at a concentration of 1,870 µg/m^3 in soil vapor sample SSV-1, which exceeds the MPCA 33X Residential ISV of 310 µg/m^3. Naphthalene is commonly associated with petroleum products.

Methane was not detected at concentrations that exceeded laboratory reporting limits in either of the two analyzed soil vapor samples.

5.6 Quality Assurance/Quality Control

A data quality assessment of field procedures and laboratory reports was performed to determine the effect of any deviations on data quality and used to support project objectives. All applicable Braun Intertec SOPs were followed as prescribed unless otherwise noted in this report. Notable findings are provided in more detail below and incorporated, where necessary, into this report.

Soil and groundwater samples were placed in clean, laboratory-supplied containers, preserved, labeled, and transported to Pace laboratory in Minneapolis, Minnesota under refrigerated conditions using chain-of-custody procedures. Soil vapor samples were collected in clean, laboratory-supplied canisters and transported to Pace laboratory in Mt. Juliet, Tennessee using chain-of-custody procedures. Chain-of-custody forms were reviewed at sample check-in and determined to be in general agreement with the contents of the sample coolers. Analyses were performed using EPA or other recognized standard procedures, and samples were analyzed within the EPA recommended holding times.

Laboratory reporting limits were compared against MPCA SLVs and Residential/Recreational SRVs for soil samples, and against DWC for groundwater samples. DRO and GRO in soil were compared against MPCA unregulated fill criteria. Vapor analytical results were compared against the MPCA 33x Residential ISVs. Methane reporting limits were compared against the MPCA Action Level. Reporting limits for the compounds analyzed during the investigation met their respective regulatory standards, except for perfluorodecanoic acid, perfluorohexanesulfonic acid, and perfluorooctanoic acid, which exceeded the SRVs. These exceedances are due to the laboratory method not being sensitive enough to detect these analytes at the low-level concentrations.

One soil trip blank and one water trip blank accompanied the investigative samples, and the trip blanks were analyzed for VOCs and GRO. Additionally, one equipment blank, one field blank, and one trip blank were collected for PFAS analysis. VOCs, GRO, and PFAS were not detected above the reporting limits in the blanks.

The laboratory reported the relative percent difference (RPD) of a VOC was above method acceptance criteria in a laboratory control sample (LCS), continuing calibration verification (CCV) issues, and secondary source verification (ICV) issues with 8260D VOC analyses of soil and groundwater samples. The affected analytes were non-detect, and the quantitation limits are considered estimated. However, all VOC results are below their applicable regulatory limits.

The laboratory indicated that samples SB-1-GW and SB-4-GW did not meet pH preservation criteria for WI DRO analysis. Additionally, the recoveries of DRO were outside of method acceptance criteria in the LCS/D samples associated with SB-1-GW and SB-4-GW. The DRO results in GW-1 and GW-4 are considered estimated due to incomplete preservation and LCS exceedances. DWC for DRO has not been established.

The recoveries of isotopically labelled standards were below method acceptance criteria for PFAS analysis of sample EB-1. By virtue of the use of isotope dilution and extracted internal standard quantification, the results for the target analytes are corrected for any losses that may occur during sample extraction, extract cleanup, and concentration. The quantitation limits of the associated analytes are considered estimated, and PFAS were non-detect in the equipment blank.

In sample SSV-1, acetone recovered above the upper calibration limit in the soil vapor analysis. The result is considered estimated, but this result is below 33x the Residential ISV.

In summary, data quality control items identified during the quality review were evaluated and all data collected are acceptable for use in this investigation for the intended purpose of identifying soil, groundwater, and vapor impacts within the area of concern.

6.0 Conclusions

The objective of the Phase II ESA was to evaluate whether the soil, soil vapor, and groundwater beneath the Site has been impacted due to the recognized environmental conditions identified in the 2025 Phase I ESA. The RECs were specifically related to one current diesel AST with minor surface petroleum drip-type staining, one former gasoline AST, the existing and former machine sheds, and the reported spreading of septic system sludge on the cultivated portions of the Site.

Naphthalene was detected in sub-slab soil vapor sample SSV-1 (collected inside the current machine shed building) at a concentration greater than the 33X Residential ISV. The source of the naphthalene but may be related to the use of petroleum products in the machine shed. Note that no VOCs were detected in a second sub-slab vapor sample collected in the machine shed building (SSV-2) at concentrations exceeding the respective 33X Residential ISVs, or in the soil boring SB-2 advanced near the machine shed. In addition, other petroleum VOCs were not detected in either vapor sample SSV-1 or SSV-2 at concentrations exceeding the respective 33X Residential ISVs. Based on the results of this investigation, the naphthalene detected in vapor sample SSV-1 appears to be related to an isolated area of petroleum impacts and not a significant petroleum release. Additional targeted soil screening beneath the machine shed and/or remediation during redevelopment is warranted to evaluate the potential vapor exposure to the residential receptors in the vicinity of the machine shed.

Per MPCA Vapor Investigation Guidance, soil vapor results are compared to 33X ISVs to assess vapor intrusion risk if building conditions are appropriate. According to the MPCA 2020 vapor guidance, soil vapor concentrations greater than 33X ISVs indicate a vapor source with potential vapor intrusion risk is present.

A Site with contaminant concentrations greater than 33X ISVs typically requires either mitigation, source removal or additional assessment of potential pathways and receptors to better quantify risks.

Groundwater in the vicinity of the former gasoline AST is contaminated with lead at concentrations exceeding the drinking water criteria. Lead was historically used in gasoline as an anti-knock additive. However, no evidence of a petroleum release was identified in the vicinity of the former AST based on field screening, soil sampling, and groundwater sampling The source of the lead in groundwater is not clear.

No evidence of an actionable PFAS release to soil in the cultivated agricultural fields at the Site was identified based on the results of this Phase II ESA. Based on the results of this investigation, it does not appear that the application of residential septic sludge from the north adjoining property has impacted the Site with PFAS.

7.0 Recommendations

Based on the results of this Phase II ESA, the following recommendations are provided:

- The Site should be enrolled in the MPCA Brownfield Program, specifically the Voluntary Investigation and Cleanup (VIC) and Petroleum Brownfield (PB) Programs to obtain applicable approvals and assurances from the MPCA regarding the soil vapor and groundwater impacts and the proposed redevelopment.
- Environmental response actions will be required during redevelopment. Potential response actions might include segregation and disposal of petroleum-contaminated soil during redevelopment (i.e., source removal) with associated reevaluation of vapor conditions after Site grading. Note that additional vapor testing in the vicinity of SSV-1 will likely be required to obtain MPCA technical approvals and to determine if vapor mitigation controls are required for the proposed homes in the vicinity. Response actions should be conducted in accordance with an MPCA-approved Response Action Plan/Construction Contingency Plan (RAP/CCP).
- The dissolved lead groundwater impacts identified in the vicinity of the former gasoline AST are likely not actionable. However, if dewatering, irrigation wells, or other improvements are planned that will include accessing or using groundwater in this area, additional evaluation and planning will be warranted to manage the contaminated groundwater.

8.0 Assessment Limitations

The analyses and conclusions submitted in this report are based on field observations and the results of laboratory analyses of soil, groundwater, and soil vapor samples collected from the soil borings, hand auger borings, sub-slab vapor samples and soil vapor probes completed for this project.

In performing its services, Braun Intertec used that degree of care and skill ordinarily exercised under similar circumstances by reputable members of its profession currently practicing in the same locality. No warranty, express or implied, is made.

APPENDIX H

Greenhouse Gas (GHG) Calculator Analysis

Back to Intro | Back to Summary | Help

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Scope 1 Emissions from Mobile Sources

Guidance

(A) Enter annual data for each vehicle or group of vehicles (grouped by vehicle type, vehicle year, and fuel type) in ORANGE cells in **Table 1**. Example entry is shown in first row (GREEN *Italics*). Only enter vehicles owned or leased by your organization on this sheet. All other vehicle use such as employee commuting or business travel is considered a scope 3 emissions source and should be reported in the corresponding scope 3 sheets.

- *Note: As of the v9 Simplified GHG Calculation tool update, the latest mobile combustion factors reflect year 2020 data. Therefore, for all vehicle model years 2021 onward, the 2020 year factor is used.*
- Select "On-Road" or "Non-Road" from drop down box to determine the Vehicle Types available. **Must make this selection before picking vehicle type.**
- Select "Vehicle Type" from drop down box (closest type available).
- Enter "Fuel Usage" in appropriate units (units appear when vehicle type is selected).
- If mileage or fuel usage is unknown, estimate using approximate fuel economy values (see **Reference Table** below).
- Vehicle year and Miles traveled are not necessary for non-road equiment.

(B) When using biofuels, typically the biofuel (biodiesel or ethanol) is mixed with a petroleum fuel (diesel or gasoline) for use in vehicles. Enter the biodiesel and ethanol percentages of the fuel if known, or leave default values.

Biodiesel Percent:	20	%
Ethanol Percent:	80	%

(C) Biomass CO_2 emissions from biodiesel and ethanol are not reported in the total emissions, but are reported separately at the bottom of the sheet.

Table 1. Mobile Source Fuel Combustion and Miles Traveled

Source ID	Source Description	On-Road or Non-Road?	Vehicle Type	Vehicle Year	Fuel Usage	Units	Miles Traveled	CO_2 (kg)	CO_2 (tons)
Fleet-012	*HQ Fleet*	*OnRoad*	*Passenger Cars - Gasoline*	*2019*	*500*	*gal*	*11,450*		
Construction Equipment	Phase I - Construction Equipment	NonRoad	Industrial/Commercial Equipment - Diesel	2007	296,400	gallons		2,602,392	2,869
Passenger Cars	Phase I - Passenger Cars	OnRoad	Passenger Cars - Gasoline	2007	1,190,800	gallons	52,000	12,158,068	13,402

Reference Table: Average Fuel Economy by Vehicle Type

Vehicle Type	Average Fuel Economy (mpg)
Passenger Cars	22.9
Motorcycles	44.0
Diesel Buses (Diesel Heavy-Duty Vehicles)	7.3
Other 2-axle, 4-Tire Vehicles	18.0
Single unit 2-Axle 6-Tire or More Trucks	7.6
Combination Trucks	6.2

Average mpg values from the U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2020 (November 2022), Table VM-1.

GHG Emissions

Total Organization-Wide On-Road Gasoline Mobile Source Mileage and CH_4/N_2O Emissions

Vehicle Type	Vehicle Year	Mileage (miles)	CH_4 (g)	N_2O (g)
Passenger Cars - Gasoline	1984-93	0	0.0	0.0
	1994	0	0.0	0.0
	1995	0	0.0	0.0
	1996	0	0.0	0.0
	1997	0	0.0	0.0
	1998	0	0.0	0.0
	1999	0	0.0	0.0
	2000	0	0.0	0.0
	2001	0	0.0	0.0
	2002	0	0.0	0.0
	2003	0	0.0	0.0
	2004	0	0.0	0.0
	2005	0	0.0	0.0
	2006	0	0.0	0.0
	2007	52,000	374.4	270.4
	2008	0	0.0	0.0
	2009	0	0.0	0.0
	2010	0	0.0	0.0
	2011	0	0.0	0.0
	2012	0	0.0	0.0
	2013	0	0.0	0.0
	2014	0	0.0	0.0
	2015	0	0.0	0.0
	2016	0	0.0	0.0
	2017	0	0.0	0.0
	2018	0	0.0	0.0
	2019	0	0.0	0.0
	2020	0	0.0	0.0
	2021	0	0.0	0.0
	2022	0	0.0	0.0
	2023	0	0.0	0.0

Total Organization-Wide Non-Road Mobile Source Fuel Usage and CH_4/N_2O Emissions

Vehicle Type	Fuel Type	Fuel Usage (gallons)	CH_4 (g)	N_2O (g)
Construction/Mining Equipment	Gasoline (2 stroke)			-
	Gasoline (4 stroke)	-	-	-
	Gasoline Off-Road Trucks	-	-	-
	Diesel Equipment	296,400	299,364	278,616
	Diesel Off-Road Trucks	-	-	-
	LPG	-	-	-

Total CO_2 Equivalent Emissions (metric tons) - Mobile Sources	**16,270.3**
Total Biomass CO_2 Equivalent Emissions (metric tons) - Mobile Sources	**0.0**

Scope 2 Emissions from Purchase of Electricity

CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

The Indirect Emissions from Purchased Electricity Guidance document provides guidance for quantifying two scope 2 emissions totals, using a **location-based method** and a **market-based method**. The organization should quantify and report both totals in its GHG inventory. The location-based method considers average emission factors for the electricity grids that provide electricity. The market-based method considers contractual arrangements under which the organization procures electricity from specific sources, such as renewable energy.

(A) Enter total annual electricity purchased in kWh and each eGRID subregion for each facility or site in ORANGE cells of **Table 1**.
(B) If electricity consumption data are not available for a facility, an estimate should be made for completeness.
See the "Items to Note" section of the Help sheet for suggested estimation approaches.
(C) Select "eGRID subregion" from drop box and enter "Electricity Purchased."
- Use map (Figure 1) at bottom of sheet to determine appropriate eGRID subregion. If subregion cannot be determined from the map, find the correct subregion by entering the location's zip code into EPA's Power Profiler:
https://www.epa.gov/egrid/power-profiler#/
(D) See the market-based emission factor hierarchy on the market-based method Help sheet. If any of the first four types of emission factors are applicable, enter the factors in the yellow cells marked as "<enter factor>". If not, leave the yellow cells as is, and eGRID subregion factors will be used for market-based emissions.
Example entry is shown in first row (*GREEN Italics*) for a facility that purchases RECs for 100% of its consumption, and therefore has a market-based emission factor of 0.

Help - Market-Based Method

Tips: Enter electricity usage by location and then look up the eGRID subregion for each location.
If you purchase renewable energy that is less than 100% of your site's electricity, see the example in the market-based method Help sheet.

Table 1. Total Amount of Electricity Purchased by eGRID Subregion

					Market-Based *Use these cells to enter applicable market-based emission factors*						Location-Based		
					Emission Factors			Emissions			Emissions		
Source ID	Source Description	Source Area (sq ft)	eGRID Subregion *where electricity is consumed*	Electricity Purchased (kWh)	CO_2 Emissions (lb/MWh)	CH_4 Emissions (lb/MWh)	N_2O Emissions (lb/MWh)	CO_2 Emissions (lb)	CH_4 Emissions (lb)	N_2O Emissions (lb)	CO_2 Emissions (lb)	CH_4 Emissions (lb)	N_2O Emissions (lb)
Bldg-012	*East Power Plant*	*12,517*	*HIMS (HICC Miscellaneous)*	*200,000*	*0*	*0*	*0*	*0.0*	*0.0*	*0.0*	*226,880.0*	*27.0*	*4.2*
Residential	Single-Family Detached Residenial 323 Units	4,791,600	MROW (MRO West)	3,013,913	<enter factor>	<enter factor>	<enter factor>	3,001,254.6	322.5	45.2	3,001,254.6	322.5	45.2
					<enter factor>	<enter factor>	<enter factor>						
					<enter factor>	<enter factor>	<enter factor>						
					<enter factor>	<enter factor>	<enter factor>						
					<enter factor>	<enter factor>	<enter factor>						
					<enter factor>	<enter factor>	<enter factor>						
					<enter factor>	<enter factor>	<enter factor>						
Total Emissions for All Sources				3,013,913				3,001,254.6	322.5	45.2	3,001,254.6	322.5	45.2

GHG Emissions

CO_2 Equivalent Emissions (metric tons)	
Location-Based Electricity Emissions	1,371.1
Market-Based Electricity Emissions	1,371.1

Notes:
1. CO_2, CH_4 and N_2O emissions are estimated using methodology provided in EPA's Center for Corporate Climate Leadership Greenhouse Gas Inventory Guidance - Indirect Emissions from Purchased Electricity (January 2016).

Scope 3 Emissions from Waste

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

(A) Enter annual waste data in ORANGE cells. Example entry is shown in first row (*GREEN Italics*).
(B) First, choose the appropriate material then the disposal method from the drop down options. For the average-data method, use one of the mixed material types, such as mixed MSW. If the exact waste material is not available, consider an appropriate proxy. For example, dimensional lumber can be used as a proxy for wood furniture.
(C) Choose an appropriate disposal method. Note that not all disposal methods are available for all materials. If there is a #NA or # Value error in the emissions column, you must pick a new material type or appropriate disposal method.

Table 1. Waste Disposal Weight by Waste Material and Disposal Method (CO_2, CH_4 and N_2O)

Source ID	Source Description	Waste Material	Disposal Method	Weight	Unit	CO_2e Emissions (kg)
Bldg-012	*East Power Plant Finished Goods*	*Copper Wire*	*Landfilled*	*1,000*	*metric ton*	*22,040*
Residential	323 Units	Mixed MSW municipal solid waste	Landfilled	707,808	pounds (lb)	*184,030*
Residential	323 Units	Mixed Recyclables	Recycled	353,904	pounds (lb)	*15,926*

GHG Emissions

Total Emissions by Disposal Method - Residential

Waste Material	CO_2e (kg)	Estimated Residents	Rate Generated (lbs/day/person)	Total Rate Generated (lbs/day)	Total Rate Generated (lbs/year)
Recycled	15,926	808	1.2	969.6	353,904.0
Landfilled	184,030	808	2.4	1,939.2	707,808.0
Combusted	-				
Composted	-				
Anaerobically Digested (Dry Digestate with Curing)	-				
Anaerobically Digested (Wet Digestate with Curing)	-				

Total CO_2 Equivalent Emissions (metric tons) - Waste	**200.0**

APPENDIX I

Traffic Impact Study

Traffic Impact Study

NIGON PROPERTY (ROCHESTER, MN)

DRAFT DOCUMENT

August 8th, 2025

Prepared By:
Nick Grage, PE, PTOE, RSP_1

ALLIANT ENGINEERING, INC. | 733 S Marquette Ave UNIT 700, Minneapolis, MN 55402

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1. Introduction

Alliant Engineering has completed a traffic impact study for a proposed residential development located in the southwest quadrant of CSAH 34 (Country Club Road SW) and 45th Avenue SW in Rochester, MN (see **Figure 1**). The proposed development, referred to as the Nigon Property, encompasses approximately 175.88 acres, consisting of 317 senior adult housing – single-family homes. These homes are organized into three plot sizes: 120 units on 44-foot-wide lots, 135 units on 50-foot-wide lots, and 62 units on 64-foot-wide lots. Cascade Creek divides the development into northern and southern sections, with dedicated access points to 45th Avenue SW and 8th Street SW respectively, as well as bridge access over Cascade Creek that connects the two sections.

The objectives of this study are to evaluate existing traffic operations within the study area, identify any potential traffic impacts to the adjacent roadway network due to the proposed development trips, and recommend improvements to address issues if necessary. The following provides the assumptions, analysis, and study conclusions / recommendations offered for consideration.

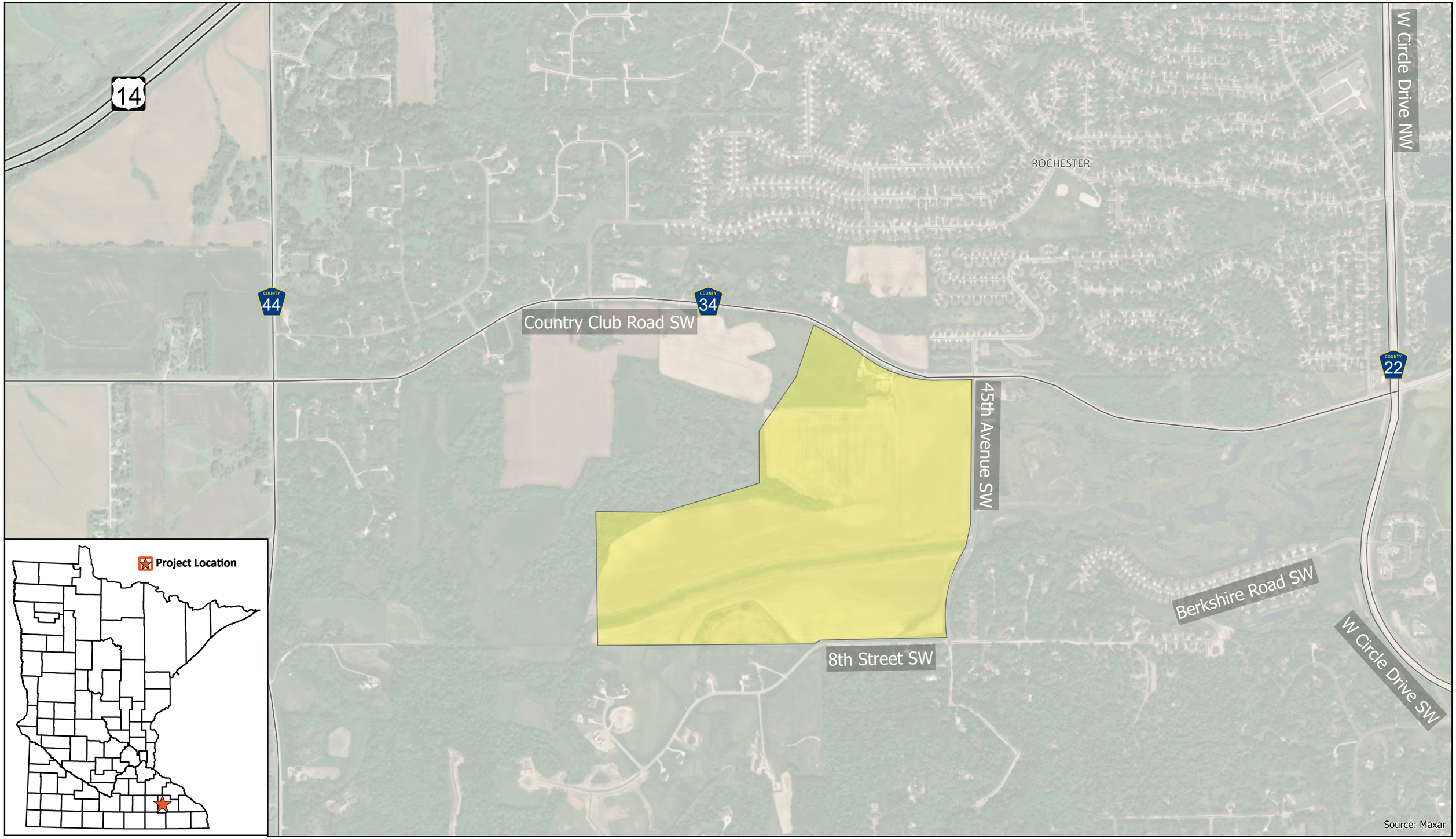
2. Existing Conditions

The existing conditions were reviewed to establish a baseline for identifying any future impacts associated with the proposed development. The evaluation of existing conditions includes various field observations and research, turning movement counts, and an intersection capacity analysis.

2.1 STUDY AREA INTERSECTIONS

The following study intersections were identified:

- Country Club Road SW & 45th Avenue SW
- Country Club Road SW & W Circle Drive NW / W Circle Drive SW
- W Circle Drive SW & Berkshire Road SW / Fairway Ridge Lane SW
- 45th Avenue SW & 8th Street SW
- The following development accesses were identified:
    - 45th Avenue SW & North Access (Site Access)
    - 8th Street SW & South Access (Site Access)



Nigon Property Traffic Impact Study

ALLIANT

Legend

Proposed Development

Figure 1

Project Location

N

0 0.2 0.4 Miles

2.2 DATA COLLECTION

2.2.1 Existing Traffic Volumes

To document existing conditions, intersection turning movement counts (TMCs) were collected at the existing study intersections by Alliant Engineering on Tuesday, June 24th, 2025, over the following time periods:

- AM Peak Period: 6:00 – 9:00 a.m.
- PM Peak Period: 4:00 – 7:00 p.m.

The peak hours were observed to be 7:30 to 8:30 a.m. and 4:30 to 5:30 p.m. during the data collection period, respectively. Collected intersection turning movement counts are included in the **Appendix**.

2.2.2 Roadway / Intersection Characteristics

In addition to traffic volume data collection, observations were completed to identify roadway / intersection characteristics within the study area (i.e. geometry, posted speed limits, and traffic control), which are summarized in **Table 1** and **Table 3**. Existing traffic volumes within the study area are shown in **Figure 2**.

Table 1. Roadway Characteristics

Roadway	Cross-Section	Speed Limit	Functional Classification
Country Club Road SW	2-Lane Undivided	55 mph	Major Arterial
45th Avenue SW	2-Lane Undivided	35 mph	Local
W Circle Drive NW / W Circle Drive SW	4-Lane Divided / 4-Lane Undivided	45 mph	Strategic Arterial
Berkshire Road SW / Fairway Ridge Lane SW	2-Lane Undivided	25 mph	Local
8th Street SW	2-Lane Undivided	25 mph	Local

In addition to the existing study intersections two accesses along 45th Avenue SW and 8th Street SW are proposed with the development. Proposed geometry and traffic control for these accesses are summarized in **Table 2**Error! Reference source not found..

Table 2. Development Intersection Characteristics

Intersection	Traffic Control	Lane Designations by Approach[1]			
		NB	SB	EB	WB
45th Avenue SW & North Access	Through / Stop	LT	TR	LR	-
8th Street SW & South Access	Through / Stop	-	LR	LT	TR

[1]L=Left-Turn, T=Through, R=Right-Turn
[2]Separate Lanes are Denoted by /

Table 3. Intersection Characteristics

Intersection	Traffic Control	Lane Designations by Approach[1]			
		NB	SB	EB	WB
Country Club Road SW & 45th Avenue SW	Through / Stop	LTR	LTR	LT / R	LT / R
Country Club Road SW & W Circle Drive NW/SW	Traffic Signal	L / T / T / R	L / T / T / R	L / T / R	L / T / R
W Circle Drive SW & Berkshire Road SW / Fairway Ridge Lane SW	Through / Stop	L / T / T / R	L / T / T / R	LT / R	LTR
8th Street SW & 45th Avenue SW	Through / Stop	LTR	LTR	LTR	LTR

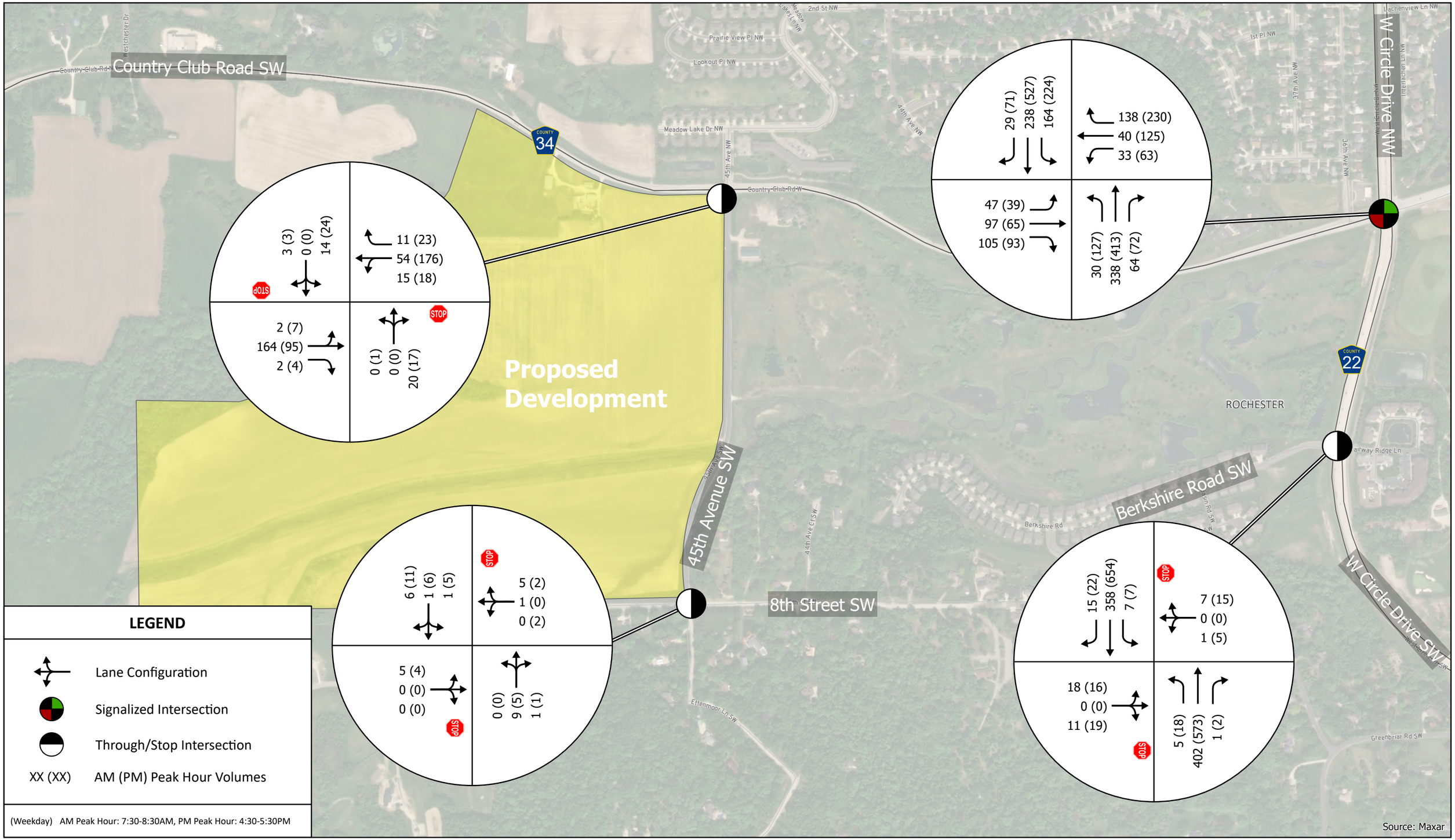
[1]L=Left-Turn, T=Through, R=Right-Turn
[2]Separate Lanes are Denoted by /

2.2.3 Multimodal and Pedestrian/Bicycle Accommodations

Existing pedestrian / bicycle accommodations in the vicinity of the proposed development were reviewed. Sidewalks are present along both sides of 45th Avenue SW north of Country Club Road SW, although no pedestrian infrastructure currently extends south of Country Club Road SW along the boundary of the proposed development. Similarly, sidewalk coverage is present along both sides of 8th Street SW but only begins approximately one-third of a mile east of the intersection of 8th Street SW with 45th Avenue SW. No dedicated bicycle lanes or shared use paths are present along either of these roadways.

Transit service in the area is limited. Local bus route 408 operates north of the site and serves neighborhoods west of West Circle Drive, including the intersection of Country Club Road SW & W Circle Drive NW/SW, however, no transit stops are located along any roadways adjacent to the site of the proposed development.

According to the City of Rochester's Active Transportation Plan, several roadways near the development are included in the long-range multimodal network. Segments of 45th Avenue SW, Berkshire Road SW, and W Circle Drive are identified as low to moderate priority corridors (ranging in level 1 to level 6 on a 10-point scale), indicating that bicycle, pedestrian, and transit improvements are considered in the city's planning but are not anticipated in the near term.



Nigon Property Traffic Impact Study

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Figure 2

Existing Conditions

N

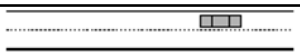
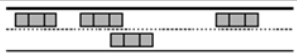
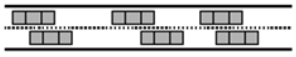
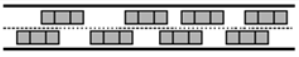
0 0.2 0.4 Miles

2.3 INTERSECTION CAPACITY ANALYSIS

An existing year 2025 intersection capacity analysis was completed using Synchro/SimTraffic software to establish a baseline condition to which future traffic operations could be compared. Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The LOS results are based on average delay per vehicle, which corresponds to the delay threshold values shown in **Table 4**. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. The LOS D/E boundary for overall operations is often used as the indicator of congestion in an urban area, with local agencies adopting additional requirements as needed.

The City of Rochester's Engineering Standards state that LOS C is to be maintained on any arterial, freeway, or expressway and LOS D is to be maintained on other designated non-local streets. For side-street stop-controlled intersections, a key measure of operational effectiveness is the side-street LOS. Lengthy delays and poor LOS can occur on side-street approaches even if the overall intersection is functioning well, making side-street LOS a valuable design criterion. Turning movements for all intersections must be at or above LOS E.

Table 4. Level of Service Criteria

Level of Service		Description	Delay per Vehicle (seconds)	
			Signalized Intersection	Unsignalized Intersection
A		**Free Flow:** Low volumes and no delays.	0 - 10	0 - 10
B		**Stable Flow:** Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C		**Stable Flow:** Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D		**Stable Flow:** Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E		**Unstable Flow:** Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F		**Forced Flow:** Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibits 18-4 & 19-1.

After LOS, the second component of the capacity analysis is a study of vehicular queuing, or the lineup of vehicles waiting to pass through an intersection. An intersection can operate with an acceptable LOS, but if queues from the intersection block entrances to turn lanes or adjacent driveways, unsafe operating conditions could result. The 95th percentile queue, or the length of queue with only a five percent probability of being exceeded during an analysis period, is considered the standard for design purposes.

2.3.1 Intersection Capacity Analysis

The existing year 2025 intersection capacity analysis was performed for the study intersections during the weekday a.m. and p.m. peak hours as observed by Alliant Engineering as noted previously. Results of the existing year 2025 intersection capacity analysis presented in **Table 5** indicate that all study intersections currently operate at overall LOS A during the a.m. and p.m. peak hours under existing year 2025 traffic volumes except for W Circle Drive NW & Country Club Road SW which operates at overall LOS C or better. Detailed operations and queuing analysis results are presented in the **Appendix**.

Table 5. Existing Year 2025 Intersection Capacity Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Country Club Road SW & 45th Avenue SW	A / A	1.6 / 7.2	A / A	2.9 / 6.8
W Circle Drive NW & Country Club Road SW	B / C	13.5 / 28.6	C / C	20.1 / 26.7
W Circle Drive NW & Berkshire Road SW / Fairway Ridge Lane SW	A / A	1.7 / 7.5	A / A	3.3 / 9.6
45th Avenue SW & 8th Street SW	A / A	1.5 / 4.8	A / A	1.5 / 3.9

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

3. Traffic Growth Rates

3.1 TRAFFIC GROWTH

Based on the traffic data available, two forecasting methodologies were considered to best identify a traffic growth rate. The forecasting methodologies are detailed below.

3.1.1 Historical AADT Analysis

A regression analysis was completed based on historical AADT volumes obtained from MnDOT's Traffic Mapping Application, which shows traffic volumes increasing over the past 30 years but leveling off more recently. An approach that considers future development in the area and consultation with ROCOG may be appropriate.

3.1.2 MnDOT Cumulative ESAL Worksheet

A least squares analysis was completed using MnDOT's Cumulative ESAL's worksheet. The recommended traffic growth rates are demographically adjusted for Olmsted County. The recommended traffic growth rates from MnDOT's Cumulative ESAL worksheet range from 0.50 to 1.83 percent, slightly lower than the growth rate identified using historical AADTs. MnDOT Cumulative ESAL Worksheets can be found in the **Appendix**.

3.2 PROPOSED DAILY FORECASTS

Two forecasting methodologies were considered to identify a traffic growth rate for the study intersections. Based on the results of the historical AADT analysis and the MnDOT Cumulative ESAL worksheets, a 1.0 percent growth rate was applied to background traffic volumes to obtain forecast year 2027 and 2037 traffic volumes. This is expected to be sufficient for completion of the EAW, with ROCOG staff being consulted later on.

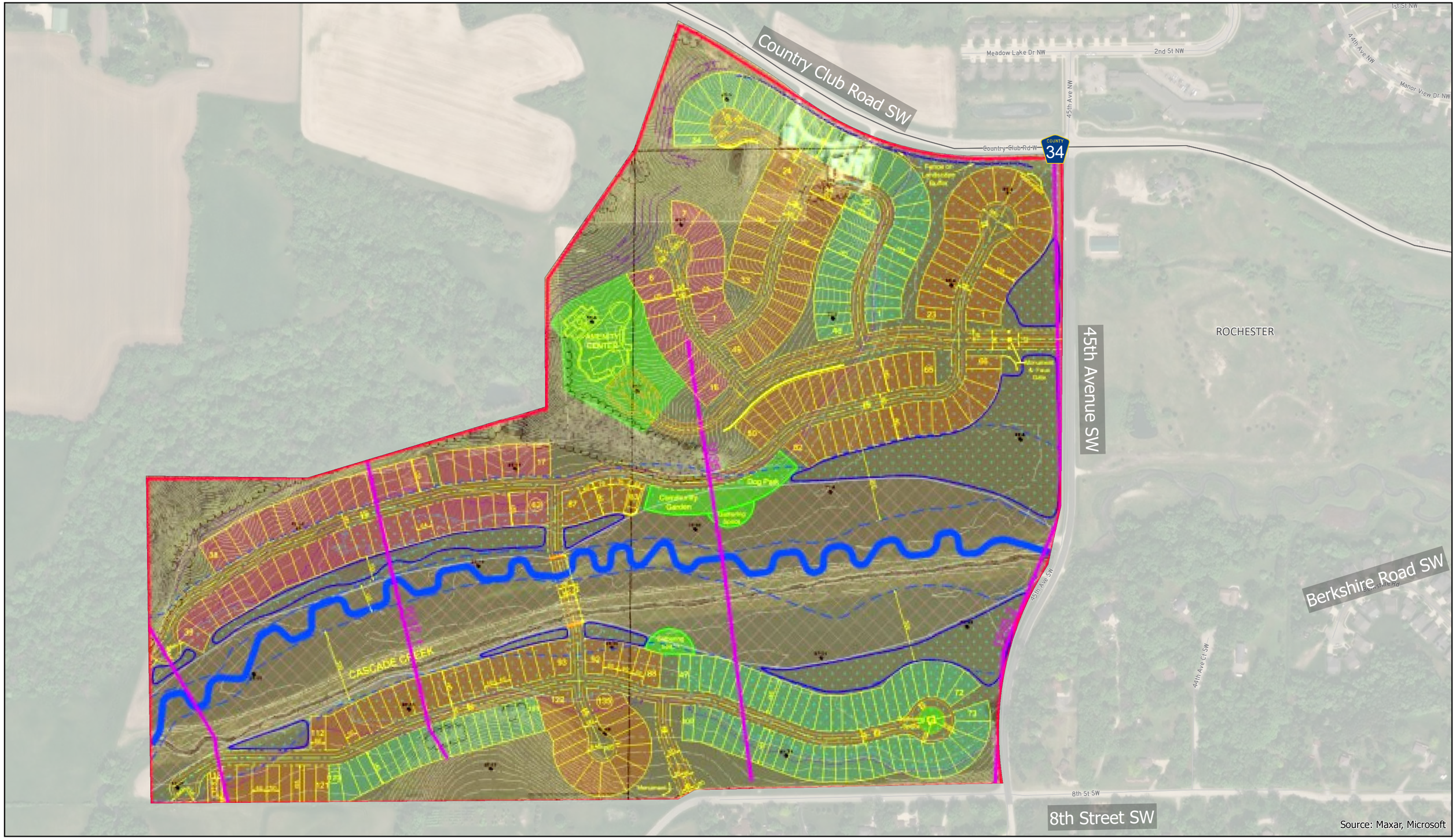
4. Proposed Development

The proposed residential development is located on an undeveloped 175.88-acre parcel in Rochester, MN. The proposed development consists of 317 senior adult housing – single-family homes, divided into northern and southern sections by Cascade Creek, with a private vehicle bridge allowing cars to travel between the two sections of the developments. No development phasing was assumed for this study.

4.1 PROPOSED ACCESS

Access to the proposed development is planned at the following two full movement intersections:

- 45th Avenue SW & North Access
    - A full-access intersection along 45th Avenue SW, between Country Club Road SW and 8th Street SW, will serve the northern portion of the property which contains 220 senior adult housing – single family units. Due to its proximity to Country Club Road SW, this access is expected to serve approximately 70 percent of site-generated trips.
- 8th Street SW & South Access
    - A second full-access intersection along 8th Street SW, west of the existing intersection of 45th Avenue SW & 8th Street SW, will serve the southern portion of the property which contains the remaining 97 senior adult housing – single family units. This access will accommodate the remaining 30 percent of site-generated trips.



Nigon Property

Figure 3

Proposed Site Layout

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N

0 0.2 0.4 Miles

4.2 TRIP GENERATION

To account for traffic impacts associated with the proposed development, trip generation estimates were developed for the weekday a.m. and p.m. peak hours. The trip generation estimates were developed utilizing trip generation rates for similar land uses as documented in the *ITE Trip Generation Manual, 11th Edition*.

4.2.1 ITE Trip Generation Manual

The ITE Trip Generation Manual was utilized to estimate the trip generation potential for the proposed development. The ITE Trip Generation Manual provides peak hour and daily trip generation rates based on studies of similar land uses. Estimated site generated traffic based on the ITE Trip Generation Manual is detailed in **Table 6**. Results of the trip generation estimates indicate the current development plan is expected to generate approximately 76 a.m. peak hour, 95 p.m. peak hour, and 1,366 daily trips. Based on the methodology described in the ITE Trip Generation Manual, and to provide a conservative estimate of the impact of the current development plan, pass-by trips and multi-used reductions were not applicable.

4.2.2 Trip Distribution & Assignment

The distribution of site-generated traffic (shown in **Figure 4)** was estimated based on a review of historical traffic volumes, collected TMCs, know traffic patterns, and engineering judgment. It is anticipated that approximately 70 percent of site-generated trips will utilize the north access along 45th Avenue SW, with the remaining 30 percent utilizing the south access along 8th Street SW. From those respective access points, 75 percent of site generated traffic is expected to travel east along Country Club Road SW toward W Circle Drive, with 20 percent traveling to the west. The remaining 5 percent was assumed to utilize Berkshire Road SW. This trip distribution was applied to the respective estimated site-generated traffic volumes to generate development added trips, shown in **Figure 5.**

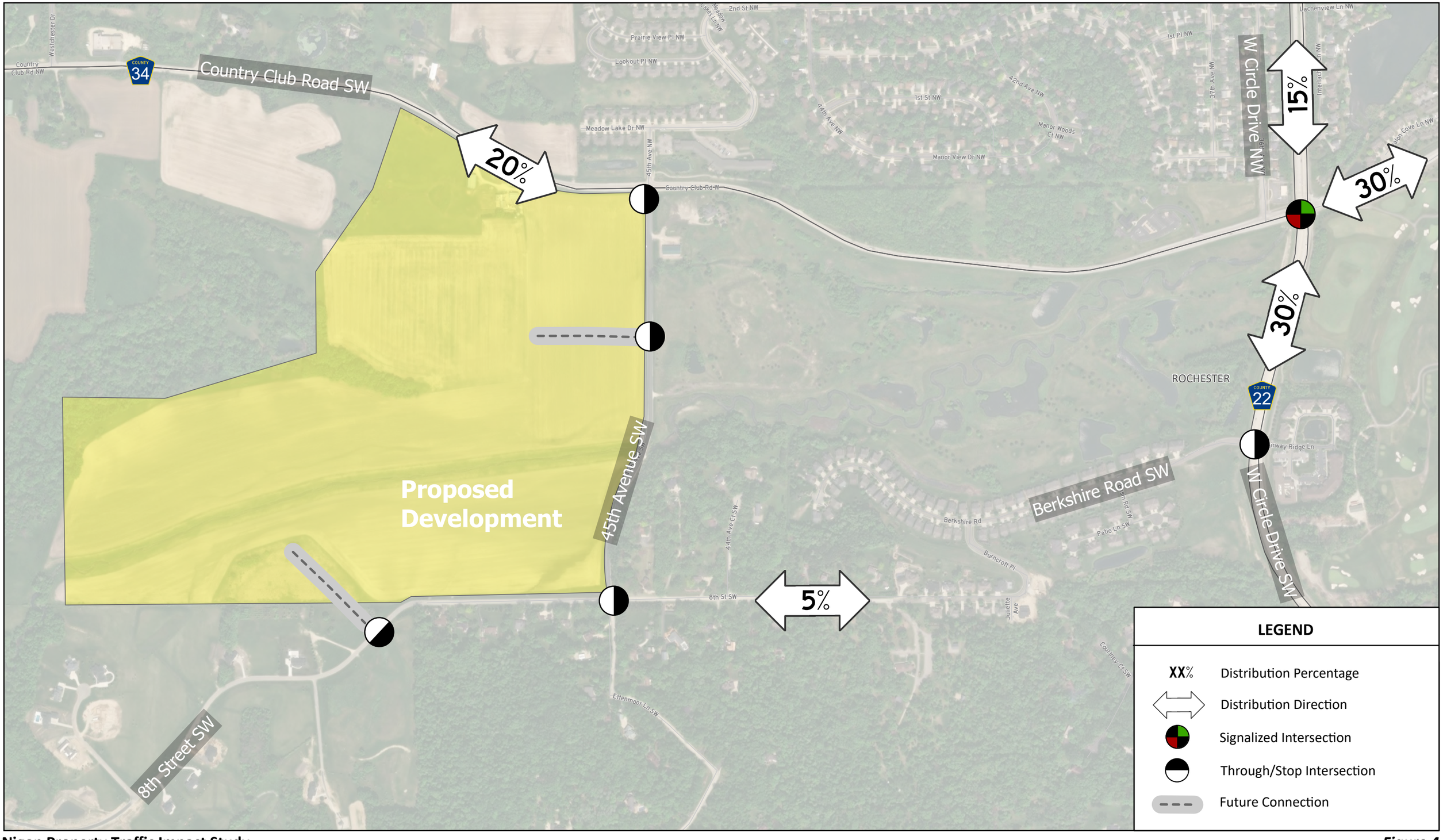
Table 6. Trip Generation Estimate

Land Use (ITE Code)	Units	Size	AM			PM			Daily Trips
			Trips In	Trips Out	Total Trips	Trips In	Trips Out	Total Trips	
Senior Adult Housing – Single-Family (251)	Dwellings	317	25	51	76	58	37	95	1,366
	Multi-Use Reduction (N/A) [2]		*Not Applicable*						
	Land Use Gross Trips		**25**	**51**	**76**	**58**	**37**	**95**	**1,366**
	Pass-By Trips (N/A) [2]		*Not Applicable*						
	Land Use Net Trips		**25**	**51**	**76**	**58**	**37**	**95**	**1,366**
Subtotal ITE Trips			25	51	76	58	37	95	1,366
Multi-Use Reduction (N/A) [2]			*Not Applicable*						
Subtotal Gross Trips			**Applicable**						
Pass-By Trips [2]			*Not Applicable*						
Project Net New Trips			**25**	**51**	**76**	**58**	**37**	**95**	**1,366**

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

1: Trips generated for the a.m. and p.m. peak hour of the adjacent roadway network.

2: Internal capture rates and pass-by trips were not applicable.



Nigon Property Traffic Impact Study

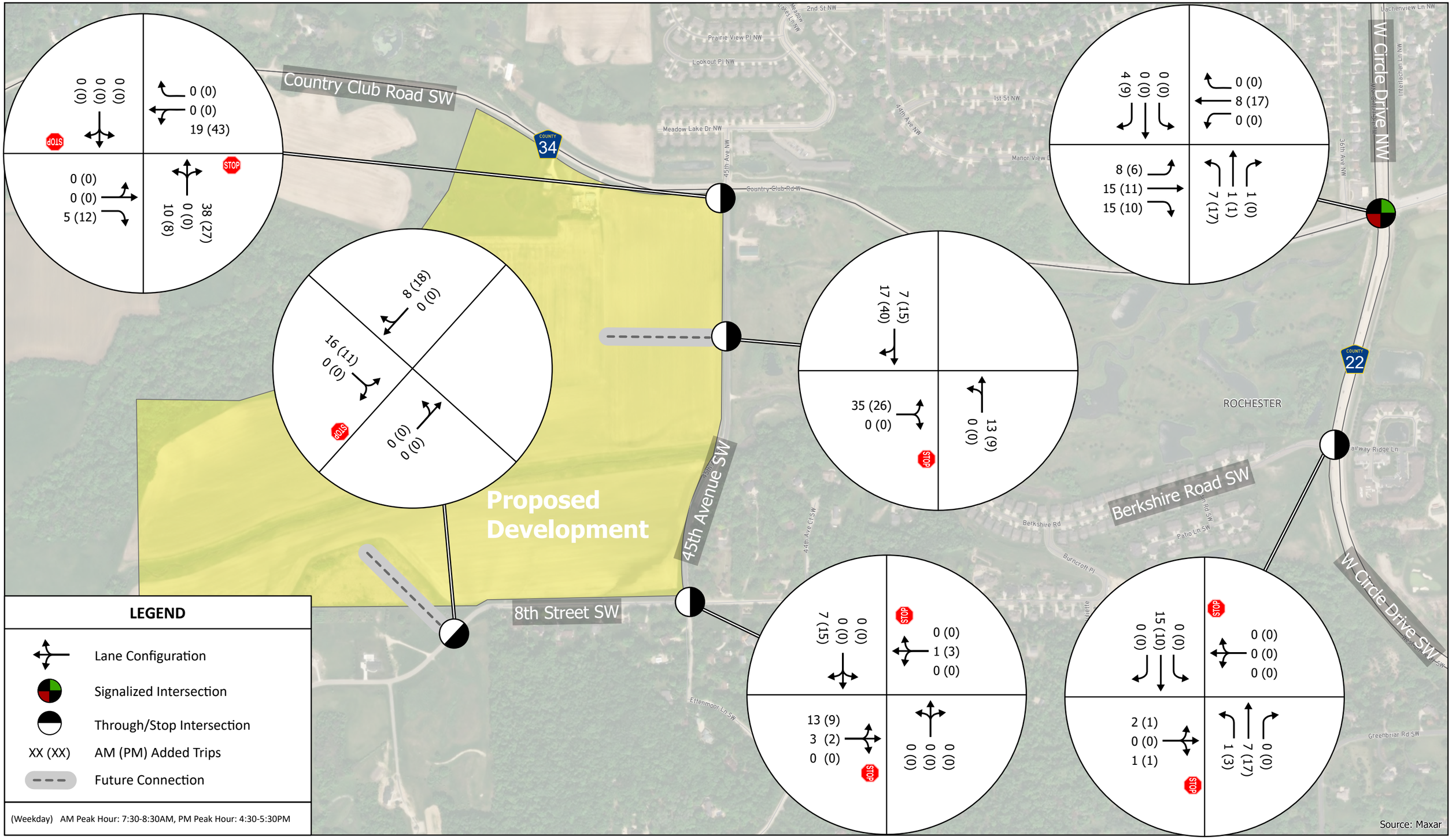
Figure 4

Proposed Development Directional Distribution

N

0 0.2 0.4 Miles

ALLIANT



LEGEND

- Lane Configuration
- Signalized Intersection
- Through/Stop Intersection
- XX (XX) AM (PM) Added Trips
- Future Connection

(Weekday) AM Peak Hour: 7:30-8:30AM, PM Peak Hour: 4:30-5:30PM

Nigon Property Traffic Impact Study

ALLIANT

N

0 0.2 0.4 Miles

Figure 5

Added Development Trips

5. Future Traffic Operations

5.1 2027 TRAFFIC OPERATIONS ANALYSES

To understand the extent to which the proposed development impacts the study area roadway network, the forecast year 2027 No Build and Build conditions were analyzed. Results of the forecast year 2027 No Build and Build analysis, presented below in **Table 7** and **Table 8**, indicate that all study intersections are expected to operate at overall LOS A during the a.m. and p.m. peak hours under forecast year 2027 traffic volumes except for W Circle Drive NW & Country Club Road SW which operates at overall LOS C or better. In addition, no significant side-street delay or queuing issues were observed in the traffic simulations under either the No Build or Build scenario. Detailed operations and queuing analysis results are presented in the **Appendix**. 2027 No Build and Build traffic volumes are presented in **Figure 6** and **Figure 7**.

Table 7. 2027 No Build Traffic Operations

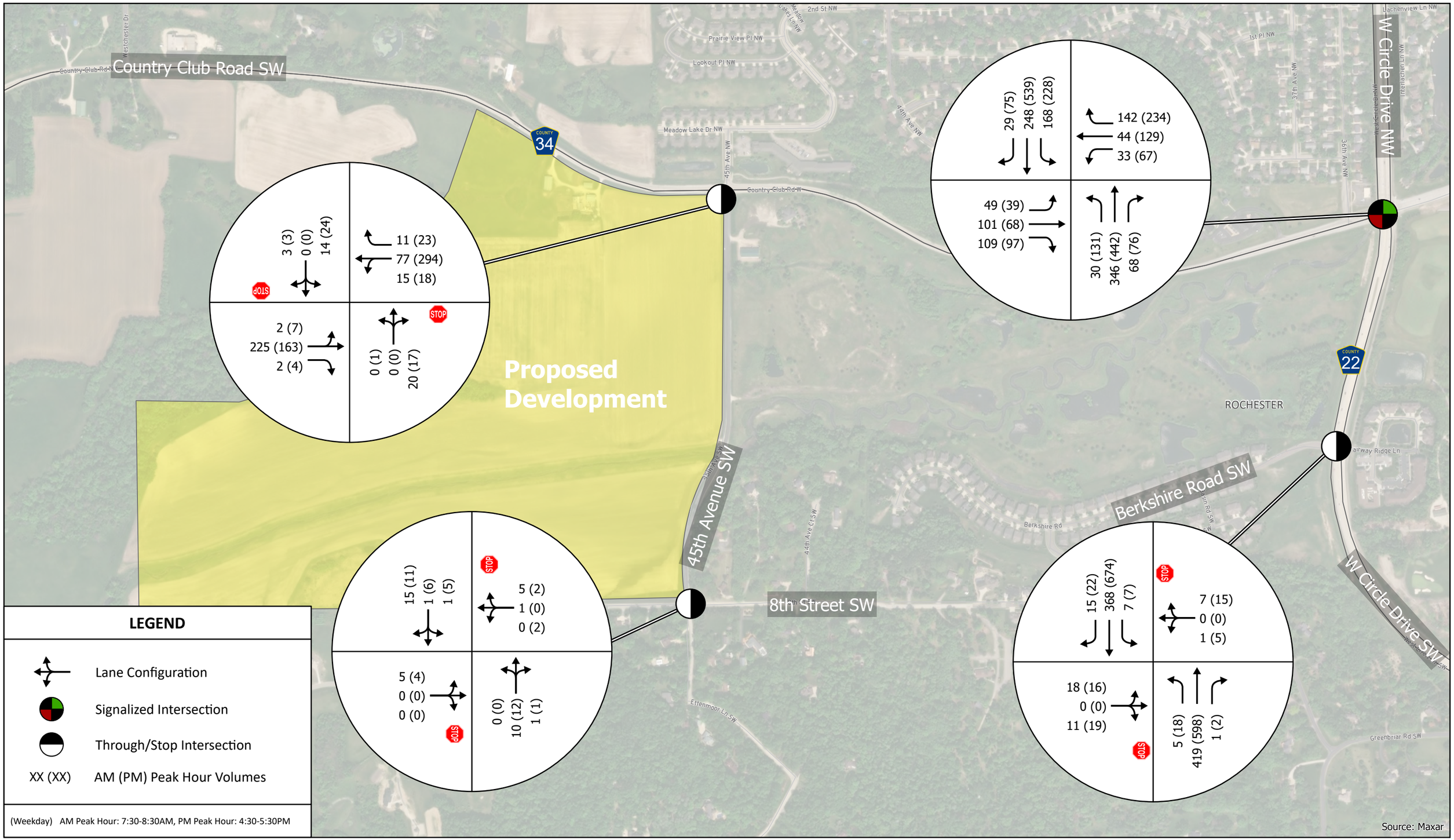
Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Country Club Road SW & 45th Avenue SW	A / A	1.6 / 7.7	A / A	3.0 / 6.4
W Circle Drive NW & Country Club Road SW	B / C	14.1 / 28.8	C / C	20.9 / 26.0
W Circle Drive NW & Berkshire Road SW / Fairway Ridge Lane SW	A / A	1.9 / 7.8	A / C	3.6 / 15.4
45th Avenue SW & 8th Street SW	A / A	1.4 / 5.1	A / A	1.3 / 4.4
45th Avenue SW & North Access	A / A	1.1 / 1.2	A / A	0.2 / 0.2
8th Street SW & South Access	A / A	0.2 / 0.3	A / A	0.1 / 0.2

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Table 8. 2027 Build Traffic Operations

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Country Club Road SW & 45th Avenue SW	A / A	2.9 / 8.8	A / A	3.7 / 7.0
W Circle Drive NW & Country Club Road SW	B / C	14.5 / 27.2	C / C	22.0 / 28.5
W Circle Drive NW & Berkshire Road SW / Fairway Ridge Lane SW	A / A	1.9 / 8.0	A / B	3.4 / 12.8
45th Avenue SW & 8th Street SW	A / A	2.4 / 5.3	A / A	2.1 / 4.3
45th Avenue SW & North Access	A / A	2.1 / 2.9	A / A	0.9 / 3.1
8th Street SW & South Access	A / A	1.2 / 2.7	A / A	1.2 / 2.7

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay



Nigon Property Traffic Impact Study

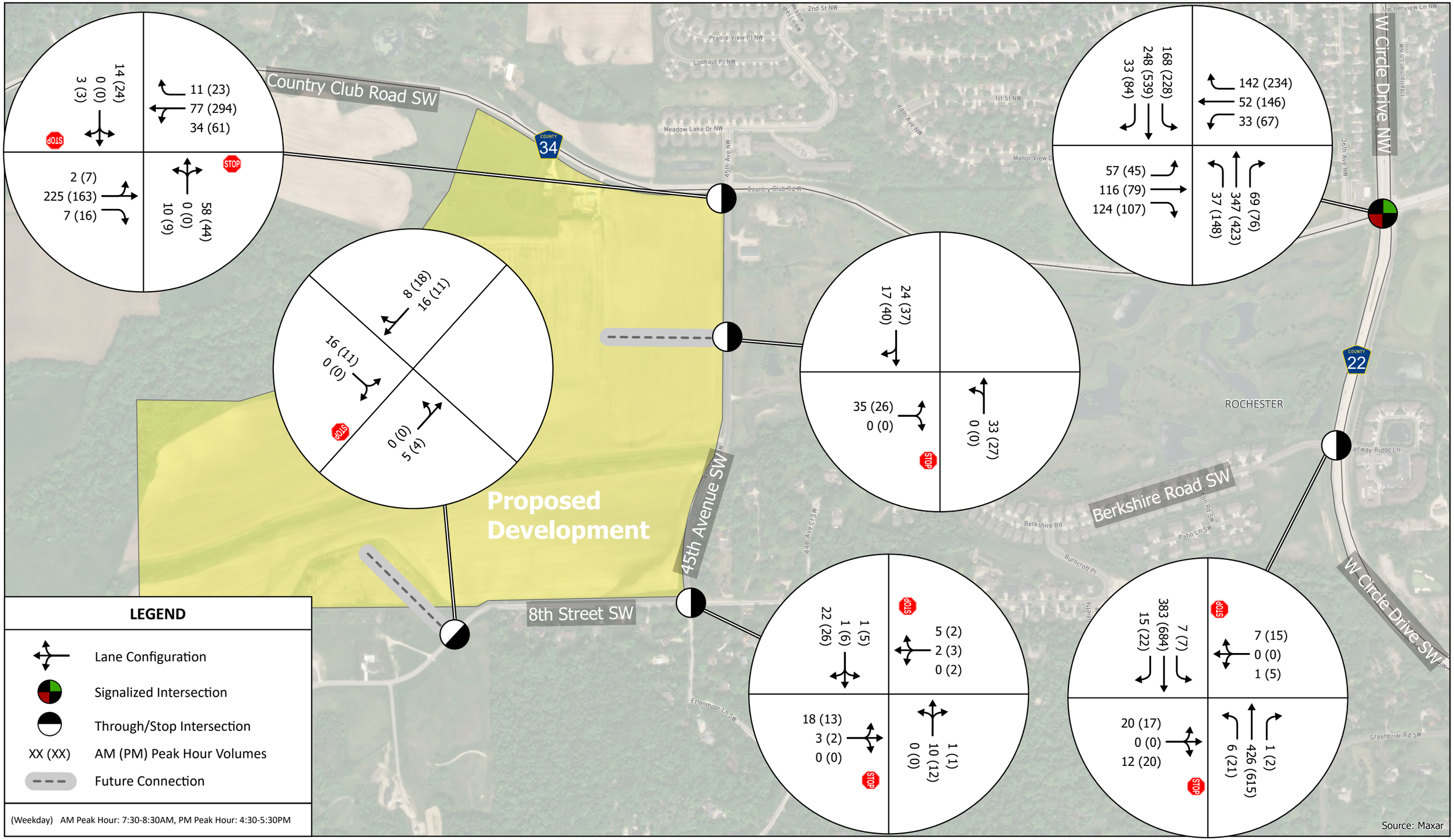
ALLIANT

Figure 6

2027 No-Build Volumes

N

0 0.2 0.4 Miles



Nigon Property Traffic Impact Study

Figure 7

2027 Build Volumes

ALLIANT

5.2 2037 TRAFFIC OPERATIONS ANALYSES

The City of Rochester requires an additional forecast year analysis 10 years after completion of the development to fully understand the impact on the adjacent roadway network. Results of the forecast year 2037 No Build and Build analysis, presented below in **Table 9** and **Table 10**, indicate that all study intersections are expected to operate at overall LOS A during the a.m. and p.m. peak hours under forecast year 2027 traffic volumes except for W Circle Drive NW & Country Club Road SW which operates at overall LOS C or better. In addition, no significant side-street delay or queuing issues were observed in the traffic simulations under either the No Build or Build scenario. Detailed operations and queuing analysis results are presented in the **Appendix**. 2037 No Build and Build traffic volumes are presented in **Figure 8** and **Figure 9**.

Table 9. 2037 No Build Traffic Operations

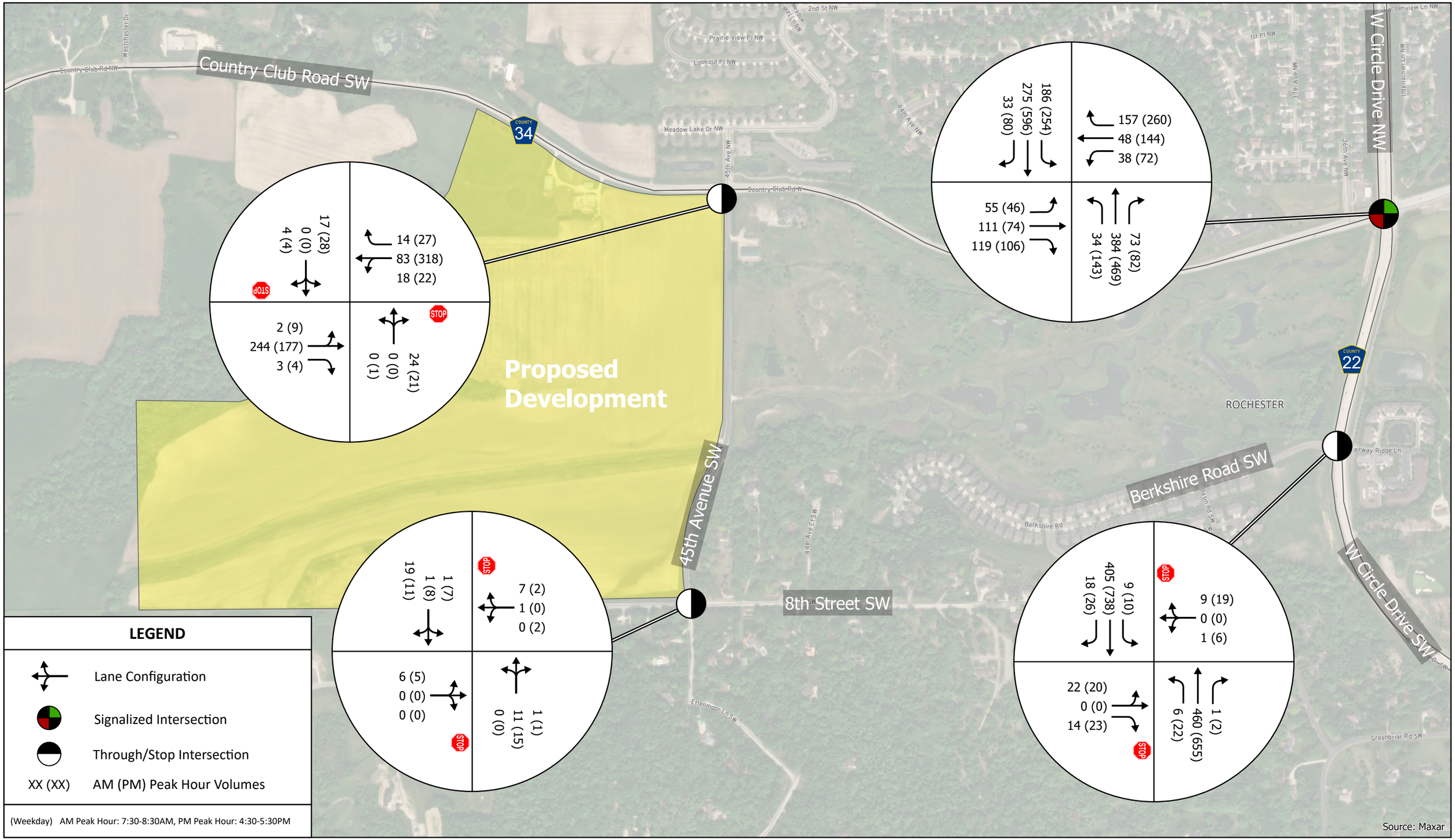
Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Country Club Road SW & 45th Avenue SW	A / A	2.0 / 7.1	A / A	3.5 / 7.5
W Circle Drive NW & Country Club Road SW	B / C	16.3 / 30.5	C / C	23.7 / 27.3
W Circle Drive NW & Berkshire Road SW / Fairway Ridge Lane SW	A / A	2.0 / 8.5	A / C	3.8 / 15.2
45th Avenue SW & 8th Street SW	A / A	1.4 / 4.9	A / A	1.5 / 4.4
45th Avenue SW & North Access	A / A	1.1 / 1.3	A / A	0.2 / 0.3
8th Street SW & South Access	A / A	0.4 / 0.5	A / A	0.3 / 0.4

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay

Table 10. 2037 Build Traffic Operations

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Country Club Road SW & 45th Avenue SW	A / A	3.1 / 8.2	A / A	4.1 / 8.0
W Circle Drive NW & Country Club Road SW	B / C	16.6 / 28.9	C / C	25.4 / 29.1
W Circle Drive NW & Berkshire Road SW / Fairway Ridge Lane SW	A / A	2.1 / 8.8	A / C	3.7 / 15.5
45th Avenue SW & 8th Street SW	A / A	2.1 / 4.9	A / A	1.9 / 4.1
45th Avenue SW & North Access	A / A	1.9 / 2.9	A / A	0.9 / 3.3
8th Street SW & South Access	A / A	1.1 / 2.5	A / A	0.9 / 2.4

Overall Intersection LOS / Worst Approach LOS
Overall Intersection Delay / Worst Approach Delay



Nigon Property Traffic Impact Study

ALLIANT

Figure 8

2037 No-Build Volumes

N

0 0.2 0.4 Miles

Country Club Road SW
Meadow Lake Dr NW
45th Ave NW
Country Club Rd W
2nd St NW
Prairie View Pl NW
Lookout Pl NW
1st St NW
44th Ave NW
Manor View Dr
W Circle Drive NW
Lachenview Ln NW
Lariachen Ln NW
36th Ave NW
COUNTY 34
COUNTY 22
ROCHESTER
Fairway Ridge Ln
Berkshire Road SW
Berkshire Rd
Patio Ln SW
Burncroft Pl
W Circle Drive SW
Greenbriar Rd SW
45th Avenue SW
44th Ave Ct SW
8th Street SW
Ettenmoor Ln SW

17 (28)
0 (0)
4 (4)
14 (27)
83 (318)
37 (65)
2 (9)
244 (177)
8 (16)
62 (48)
0 (0)
10 (9)

8 (18)
20 (11)
16 (11)
0 (0)
0 (0)
6 (5)

28 (41)
17 (40)
35 (26)
0 (0)
37 (31)
0 (0)

186 (254)
275 (596)
37 (89)
157 (260)
56 (161)
38 (72)
63 (52)
126 (85)
134 (116)
74 (82)
385 (470)
41 (160)

1 (7)
1 (8)
26 (26)
7 (2)
2 (3)
0 (2)
19 (14)
3 (2)
0 (0)
1 (1)
11 (15)
0 (0)

9 (10)
420 (748)
18 (26)
9 (19)
0 (0)
1 (6)
24 (21)
0 (0)
15 (24)
1 (2)
467 (672)
7 (25)

Proposed Development

LEGEND

- Lane Configuration
- Signalized Intersection
- Through/Stop Intersection
- XX (XX) AM (PM) Peak Hour Volumes
- Future Connection

(Weekday) AM Peak Hour: 7:30-8:30AM, PM Peak Hour: 4:30-5:30PM

Source: Maxar

Nigon Property Traffic Impact Study

ALLIANT

Figure 9
2037 Build Volumes

N
0 0.2 0.4 Miles

5.3 CAPACITY & ACCESS SPACING ANALYSIS

The City of Rochester Engineering Standards, Unified Development Code, and 2040 Comprehensive Plan, in addition to ROCOG's 2045 Long Range Transportation Plan, were consulted to establish AADT capacity thresholds and access spacing guidelines for 45th Avenue SW. Per Section 60.400.040 of the Unified Development Code, Local Streets should not exceed 1,000 average daily trips and the City may require a street to be of a Primary Collector level design where the anticipated average daily trips will exceed 3,000 trips. Per Table 2-17 of the Rochester Comprehensive Plan 2040, volumes less than 1,200 trips are acceptable on Local Streets with volumes of 1,200 to 1,800 performing poorly.

Based on the results of the trip generation analysis, it is expected that the AADT along 45th Avenue SW will exceed 1,000 daily trips with construction of the proposed development. As noted in Table 2-17 of the Rochester Comprehensive Plan 2040, volumes between 1,200 and 1,800 would be expected to perform poorly but could be allowed for a short time prior to expansion of the roadway. The AADT with the development trips is likely to be around 1,400 or the lower end of the range where performance may be affected.

5.3.1 Access Spacing

Access to the proposed development is provided in two locations, one along 45th Avenue SW and another along 8th Street SW. Although there are other driveways along both roadways, they are primarily driveways for single-family homes. As a result, distances between driveways are unlikely to impact operations or safety.

6. Site Plan Review

A review of the proposed site plan was completed to identify any issues and recommend potential improvements regarding vehicle ingress / egress and internal circulation. The following should be considered:

- The proposed internal roadways and parking layouts appear to adequately accommodate typical passenger vehicles. However, truck turning movements should be reviewed to ensure that delivery and garbage trucks have adequate accommodations to negotiate internal roadways.
    - Appropriate traffic control and signing should be considered for internal roadways to ensure motorists understand which roadways have the right of way to reduce crash risks.
- Sidewalk and/or trails are not currently shown in the site plan and were therefore not evaluated. Internal connections to the amenity center may be beneficial to residents, however, there are no external pedestrian or bicycle facilities along 45th Avenue SW or 8th Street SW to connect to.

7. Conclusions & Recommendations

The following study conclusions / recommendations are offered for consideration:

- The proposed development would be expected to generate approximately 76 a.m. peak hour, 95 p.m. peak hour, and 1,366 daily trips based on ITE Trip Generation Manual (11th Edition) estimates for senior adult housing – single-family units.
- Results of existing year 2025, forecast year 2027, and forecast year 2037 intersection capacity analyses indicate that all study intersections are expected to operate at overall LOS A during the a.m. and p.m. peak hours except for W Circle Drive NW & Country Club Road SW which operates at overall LOS C or better. In addition, no significant side-street delay or queuing issues were observed in the traffic simulations under either the No Build or Build scenario.
    - Overall, the proposed development is expected to have minimal impact to the existing transportation system and no immediate measures or mitigation efforts are necessary.
    - A westbound left-turn lane is not present at the Country Club Road SW & 45th Avenue SW intersection, and based on the traffic operations analysis is not needed for the intersection to continue to perform at overall LOS A. However, increased westbound left-turns may require further observations and consideration of a dedicated left-turn lane if safety becomes an issue.
- The intersection at 45th Avenue SW & 8th Street SW is currently through-stop controlled, with northbound and southbound approaches uncontrolled and eastbound and westbound approaches controlled by stop signs. This configuration is appropriate given current traffic volumes, which are heavier for the northbound and southbound movements.
    - Although additional trips to/from the 8th Street SW & South Access will increase volume along 8th Street SW, this would not change the preferred through/stop configuration at the intersection and 8th Street SW should continue to be controlled by stop signs.
    - A planning-level all-way stop warrant analysis was also conducted to evaluate if the intersection should be converted to all-way stop traffic control. However, based on the warrant analysis the intersection did not meet any of the warrants for this to be considered at this time.

A review of the proposed site plan was completed to identify any issues and recommend potential improvements regarding vehicle ingress / egress, internal circulation, and pedestrian / bicycle connectivity. A summary is provided in **Section 6: Site Plan Review**.

FINDINGS OF FACT
AND
RECORD OF DECISION

NIGON DEVELOPMENT SITE
ENVIRONMENTAL ASSESSMENT WORKSHEET

City of Rochester
Olmsted County, MN

December 19, 2025

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ATTACHMENT 1. COMMENTS RECEIVED

RESPONSE TO COMMENTS, FINDINGS OF FACT AND RECORD OF DECISION

NIGON DEVELOPMENT – ENVIRONMENTAL ASSESSEMENT WORKSHEET

CITY OF ROCHESTER
OLMSTED COUNTY, MINNESOTA

I. ADMINISTRATIVE BACKGROUND

The City of Rochester ("City") is the Responsible Governmental Unit for this project, and Pulte Group ("Pulte") is the Project Proposer. An Environmental Assessment Worksheet (EAW) has been prepared for this project ("Proposed Project") in accordance with Minnesota Rules Chapter 4410. The EAW was developed to assess the potential impacts of the project and other circumstances to determine if an Environmental Impact Statement (EIS) is needed.

The EAW was filed with the Minnesota EQB and circulated for review and comments to the required EAW distribution list. A "Notice of Availability" for the initial EAW was published in the EQB Monitor on November 18, 2025. A Notice of Availability was also published on the City's website. This notice provided information about the statutorily required public comment process that is used in determining the need for an EIS for the Proposed Project.

All comments received during the EAW comment period were considered in determining the potential for significant environmental impacts. Comments received during the comment period can be found in Attachment 1 of this document.

II. RESPONSE TO COMMENTS

The public review and comment period for the Nigon Development Site Environmental Assessment Worksheet (EAW) began on November 18, 2025, and was closed on December 18, 2025. The following responses were prepared to address questions and comments received during the public review and comment period.

The following agencies provided comment letters, organized alphabetically:

Minnesota Pollution Control Agency (MPCA)
Minnesota Department of Natural Resources (MnDNR)

A copy of each letter is included within Attachment 1. Consistent with state environmental rules, responses have been prepared below for all substantive comments received during the comment period.

a. Agency/Organization Comments and Responses

Agency	Commenter	Date	Topic/Item	Summary of Comments	Response
Minnesota Pollution Control Agency (MPCA)	Chris Green, Project Manager, et al.	12/9/2025	Item 12. Water Resources, Impaired Waters	• 12.a.i. indicates that aquatic life is impacted by the turbidity impairment. It should also indicate that there is a biological impairment in Cascade Creek.	Comment noted. Cascade Creek biological impairments as noted will be included in the Final EAW.
			Item 12. Water Resources, 401 Certification	• Section 12. Water resources mentioned that there is no wetland impacts anticipated because of this Project. In addition, there are no trout streams/lakes, wildlife lakes, migratory waterfowl feeding/resting lakes or outstanding resource value waters within or adjacent to the Project site. • If there are changes to the final plans, the applicant must submit to the MPCA 401 program the Antidegradation Assessment in accordance with water quality standards in Minn. R. 7050.0256 and should review the antidegradation requirements in 7050.0285.	Comment noted. Language regarding 401 requirements will be added to the Final EAW.
			Item 12. Water Resources, Wastewater	• The EAW should identify an MPCA Sanitary Sewer Extension permit in Table 7 as a permit and approval that will be needed for the proposed Project. • The EAW indicates that the proposed development would connect to the existing Rochester sanitary sewer collection system and the Rochester Water Reclamation Plant. The EAW should identify the permitted design flow, the average daily flow and available treatment capacity of the Water Reclamation Plant. • A figure of the existing sanitary sewer system features in the Project area should be provided in the EAW.	Comment noted. An MPCA Sanitary Sewer Extension permit will be added to Table 7. The Final EAW will note the permitted design flow, the average daily flow, and available treatment capacity of the Water Reclamation Plant. A figure of the sanitary sewer system features in the project area will be provided in the Final EAW.
Minnesota Department of Natural Resources (MnDNR)	Melissa Collins, Regional Environmental Assessment Ecologist	12/18/2025	Item 9. Permits and Approvals	• Please note that a DNR public water work permit may be required for any new outfalls discharging to Cascade Creek. We recommend adding this permit to Table 7.	Comment noted. The DNR public water work permit will be added to Table 7.
			Item 12. Water Resources	• We appreciate the ongoing coordination regarding the realignment and restoration of Cascade Creek, and that the protection of its associated floodplain has been incorporated into the plans for this development.	Comment noted.
			Item 13. Contamination/ Hazardous Materials/ Wastes	• We appreciate that native plants and seed mixes will be used in stormwater features to provide pollinator habitat.	Comment noted.

III. FINDINGS OF FACT

a. Project Description

The Proposed Project is a multi-phase residential development in Cascade and Rochester Townships, to be annexed into the City of Rochester, Minnesota. The development will be built on approximately 176 acres and will be developed with 317 single-family detached units, stormwater management areas, curvilinear roads, and open spaces. The Project is proposed to be constructed in two phases, beginning with construction of residential units of the north portion of Cascade Creek beginning in 2026, followed by development of the area south of Cascade Creek in 2027.

b. Corrections to the EAW

Table 7 is corrected to include:

Unit of Government	Type of Application	Status
State		
Minnesota Pollution Control Agency (MPCA)	Sanitary Sewer Extension Permit	To be applied for
Minnesota Department of Natural Resources (MnDNR)	Public Water Work Permit	To be applied for, if applicable (for any new outfalls to Cascade Creek)

Item 12.a.i. is edited to include the following:

Cascade Creek also includes biological impairments as detailed in Table 12a. Section -991 is within the Project Site while section -581 is immediately downstream.

Table 12.a is added:

Table 12a. Impaired Waters within 1 Mile of Project Site

Water Body Name	AUID	Affected Designated Use	Impairment	Pollutant or Stressor
Cascade Creek	07040004-991	Aquatic life	Turbidity Fish bioassessments	Stressors leading to impaired fish community: flow alteration, longitudinal connectivity, physical habitat.
Cascade Creek	07040004-581	Aquatic life	Turbidity Benthic macroinvertebrate bioassessments	Stressors leading to impaired macroinvertebrate community: flow alteration, physical habitat, suspended solids.

Source: MN Impaired Waters List, https://www.pca.state.mn.us/air-water-land-climate/minnesotas-impaired-waters-list

401 Certification

If there are changes to the final plans, the applicant must submit to the MPCA 401 program the Antidegradation Assessment in accordance with water quality standards in Minn. R. 7050.0256 and should review the antidegradation requirements in 7050.0285.

Item 12.b.i.1) is edited to include the following:

The average wet weather permitted design flow for the WRP is 23.85 million gallons per day (MGD), and 2025 average daily flow is 11.29 MGD. The remaining available capacity of the WRP using past average daily flows is 12.56 MGD. The capacity calculation does not include any flow that has been allocated to planned developments, however, the City's average flows have been decreasing because of loss of industry and robust efforts to curb inflow and infiltration.

When sanitary sewer is extended by the City or a developer, sewer extension permits including information about estimated future flow from proposed development are required. Figure 12 shows the existing and proposed sanitary sewer facilities in the area.

Added Figure 12. Sanitary Sewer System

IV. DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT

a. Type, Extent and Reversibility of Impacts

The City of Rochester finds that the analysis completed for the EAW is adequate to determine whether the project has the potential for significant environmental impacts.

The EAW described the type and extent of impacts anticipated to result from the Proposed Project. This document provides clarifications and summarizes the dominant and recurring issues within the EAW. The Proposed Project will require continued coordination with the MnDNR regarding the proposed realignment of Cascade Creek. As described in the EAW, Project development must align with current floodplain limits to appropriately address and mitigate any potential impacts as a result of the Project. The Project Proposer and the City will also enter into a Development Agreement as part of the land use application permit process.

b. Cumulative Potential Effects of Related or Anticipated Future Projects

No cumulative effects were identified during the comment period. The cumulative impacts identified in the EAW, in conjunction with EAW corrections noted herein, were evaluated and determined that if the identified mitigative steps are implemented and all permitting processes are followed that there are no anticipated cumulative environmental impacts as a result of the Proposed Project.

c. Extent to which Environmental Effects are Subject to Mitigation by Ongoing Public Regulatory Authority

The mitigation of environmental impacts will be designed and implemented in coordination with the applicable regulatory agencies. All mitigation efforts will be subject to the plan approval and permitting processes. Permits and approvals that have been obtained, or those that may be required prior to construction, are identified in Table 1.

Table 1. Permits and Approvals Required

Unit of Government	Type of Application	Status
Federal		
US Army Corps of Engineers (USACE)	Section 404 Clean Waters Act – Wetland Permit	To be applied for, if required
	MPCA 401 Certification, if required	
State		
Minnesota Pollution Control Agency (MPCA)	National Pollutant Discharge Elimination System (NPDES) Stormwater Construction Permit	To be applied for
	Sanitary Sewer Extension Permit	To be applied for
	Stormwater Pollution Prevention Plan (SWPPP)	To be applied for
Minnesota Department of Natural Resources (DNR)	MN Natural Heritage Database Review	Complete
	Dewatering permit	To be applied for, if needed
	Public Water Work Permit	To be applied for, if needed (for any new outfalls to Cascade Creek)
Minnesota Department of Health (MDH)	Water main plan review and water supply connection	To be applied for
	Well abandonment	To be applied for
Local		
City of Rochester	Preliminary and Final Plat	To be applied for
	Driveway permits	To be applied for
	Road/access permits	To be applied for
	Sign permits	To be applied for
Olmsted County	Wetland Conservation Act	To be applied for
	SWPPP	To be applied for
	Building permits	To be applied for
	HVAC, plumbing, electrical permits	To be applied for

d. Extent to which Environmental Effects can be Anticipated and Controlled as a Result of Other Environmental Studies

The City of Rochester finds:

1. The Proposed Project is reasonably similar to other residential projects in the City of Rochester and surrounding area. Other projects of similar scope, accompanied by similar land use, natural resources, surface water, traffic studies, and associated mitigation, have, in general, successfully mitigated potential environmental impacts.

2. The EAW, in conjunction with this document, contains or references the known studies that provide information or guidance regarding environmental effects that can be anticipated and controlled.
3. No EIS that addresses a similarly sized project is known to be available in the City of Rochester or the surrounding area.
4. In light of the results of the environmental review and permitting processes for similar projects, the City of Rochester finds that the environmental effects of the project can be adequately anticipated and controlled.

Based on the original EAW, comments received from agencies and individuals, the responses to comments, and the criteria above, the City of Rochester finds that the Nigon Development Site does not have the potential for significant environmental effects and does not require the preparation of an EIS.

V. RECORD OF DECISION

Based on the EAW, the Response to Comments and the Findings of Fact, the City of Rochester concludes the following:

1. All requirements for environmental review of the Proposed Project have been met.
2. The EAW and the development processes related to the Proposed Project have generated information which is adequate to determine whether the Proposed Project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified, the City of Rochester has included proper mitigative responses to be included within the final design of the Proposed Project. Mitigation will be required to be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigative measures will be required to be incorporated into the Proposed Project design and have been or will be coordinated with state and federal agencies during the applicable permit process.
4. Based on the criteria in Minnesota Rules part 4410.1700, the Proposed Project does not have the potential for significant environmental effects.
5. An Environmental Impact Statement is not required for the proposed Nigon Development Site.

ATTACHMENT 1

COMMENTS RECEIVED

MINNESOTA POLLUTION CONTROL AGENCY

Marshall Office | 504 Fairgrounds Road | Suite 200 | Marshall, MN 56258-1688 | 507-537-7146

800-657-3864 | Use your preferred relay service | info.pca@state.mn.us | Equal Opportunity Employer

December 9, 2025

VIA EMAIL

Elliot Mohler
City of Rochester
4001 West River Parkway
Rochester, Minnesota 55902
emohler@rochestermn.gov

RE: Nigon Development – Environmental Assessment Worksheet

Dear Elliot Mohler:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Nigon Development project (Project) located in Olmstead County, Minnesota. The Project consists of a residential development in Cascade and Rochester townships, on property proposed to be annexed into the city of Rochester. The development will be built on approximately 176-acres and will be developed with 317 single-family detached units, stormwater management areas, curvilinear roads and open spaces. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Watershed

- 12.a.i. indicates that aquatic life is impacted by the turbidity impairment. It should also indicate that there is a biological impairment in Cascade Creek. Impairments in Cascade Creek are as follows. -991 is included in the EAW and -581 is immediately downstream.

Water body name	AUID	Affected designated use	Impairment	Pollutant or stressor
Cascade Creek	07040004-991	Aquatic life	Turbidity Fish bioassessments	Stressors leading to impaired fish community: flow alteration, longitudinal connectivity, physical habitat.
Cascade Creek	07040004-581	Aquatic life	Turbidity Benthic macroinvertebrate bioassessments	Stressors leading to impaired macroinvertebrate community: flow alteration, physical habitat, suspended solids.

401 Certification

- Section 12. Water resources mentioned that there is no wetland impacts anticipated because of this Project. In addition, there are no trout streams/lakes, wildlife lakes, migratory waterfowl feeding/resting lakes or outstanding resource value waters within or adjacent to the Project site.

- If there are changes to the final plans, the applicant must submit to the MPCA 401 program the Antidegradation Assessment in accordance with water quality standards in Minn. R. 7050.0256 and should review the antidegradation requirements in 7050.0285.

Wastewater

- The EAW should identify an MPCA Sanitary Sewer Extension permit in Table 7 as a permit and approval that will be needed for the proposed Project.
- The EAW indicates that the proposed development would connect to the existing Rochester sanitary sewer collection system and the Rochester Water Reclamation Plant. The EAW should identify the permitted design flow, the average daily flow and available treatment capacity of the Water Reclamation Plant.
- A figure of the existing sanitary sewer system features in the Project area should be provided in the EAW.

We appreciate the opportunity to review this Project. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit actions by the MPCA. Ultimately, it is the responsibility of the Project Proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me by email at chris.green@state.mn.us or by telephone at 507-476-4258.

Sincerely,

Chris Green

This document has been electronically signed.

Chris Green, Project Manager
Environmental Review Unit
Resource Management and Assistance Division

CG:rs

Attachment

cc: Kirsten Dieterman, MPCA (w/attachment)
Lauren Dickerson, MPCA (w/attachment)
William Wilde, MPCA (w/attachment)
Innocent Eyoh, MPCA (w/attachment)
David Sahli, MPCA (w/attachment)
Julie Henderson, MPCA (w/attachment)
Nicole Peterson, MPCA (w/attachment)
Wayne Cords, MPCA (w/attachment)

DEPARTMENT OF NATURAL RESOURCES

Division of Ecological and Water Resources
Region 3 Headquarters
1200 Warner Road
Saint Paul, MN 55106

Transmitted by Email

December 18, 2025

Elliot Mohler, AICP, Planner
City of Rochester
4001 West River Pkwy NW
Rochester, MN 55901

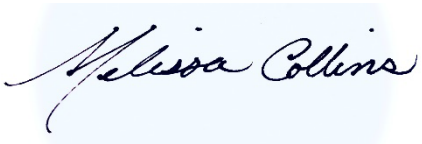
Dear Elliot Mohler,

Thank you for the opportunity to review the Nigon Development Environmental Assessment Worksheet (EAW) located in Olmsted County. The Department of Natural Resources (DNR) has reviewed the document and respectfully submit the following comments for your consideration:

1. Page 11, Permits and Approvals. Please note that a DNR public water work permit may be required for any new outfalls discharging to Cascade Creek. We recommend adding this permit to Table 7.
2. Page 14, Creek Realignment Impacts. We appreciate the ongoing coordination regarding the realignment and restoration of Cascade Creek, and that the protection of its associated floodplain has been incorporated into the plans for this development.
3. Page 31, Rare Species. We appreciate that native plants and seed mixes will be used in stormwater features to provide pollinator habitat.

Thank you again for the opportunity to review this document, and please let me know if you have any questions.

Sincerely,



Melissa Collins

Regional Environmental Assessment Ecologist | Ecological and Water Resources

Minnesota Department of Natural Resources
1200 Warner Road

St. Paul, MN 55106
Phone: 651-259-5755
Email: melissa.collins@state.mn.us

CC: Dean Lotter, Pulte Group, Inc.

Equal Opportunity Employer

RESOLUTION

Adopting a Negative Declaration for an Environmental Impact Statement (EIS) for Environmental Assessment Worksheet No. CD2025-004ENV by Pulte Homes of Minnesota LLC, for a proposed development located in parts of Sections 5 and 6, Township 106N, Range 14W, and Section 32, Township 17N, Range 14W.

WHEREAS, the laws of the State of Minnesota require that an Environmental Assessment Worksheet (EAW) be prepared for projects resulting in 250 or more unattached units (Minnesota Rules 4410.4300 Subpart 19); and

WHEREAS, the future Nigon Development project within Rochester Township and Cascade Township meets the criteria established for the preparation of the EAW; and

WHEREAS, the City of Rochester executed a Joint Powers of Agreement with Rochester Township and Cascade Township, designating the City of Rochester as the Responsible Government Unit (RGU); and

WHEREAS, an EAW was prepared for the Nigon Development project and reviewed by the Development Review Team, and the draft document was circulated for comments to the required state and federal agencies, as provided by law; and

WHEREAS, notice of availability of the EAW was published in the EQB Monitor on November 18, 2025, and the thirty-day comment period expired on December 18, 2025, and during such period two written comments were received; and

WHEREAS, the Common Council is required by law to make a finding on the adequacy of the EAW and to determine whether an Environmental Impact Statement (EIS) should be prepared; and

WHEREAS, the Common Council met at a regularly scheduled meeting on January 5, 2026, and considered the EAW, the reports of City staff, and the comments received from the parties as noted above.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Rochester, Minnesota, that the Common Council makes the following findings regarding the environmental impact of the proposed development currently known as West Transit Village:

1. The Environmental Assessment Worksheet and related documentation for the Nigon Development project were prepared in compliance with the procedures of the Minnesota Environmental Policy Act and Minnesota Rules, parts 4410.1000 to 4410.1700. All requirements for the environmental review of the proposed project have been met.

2. The EAW has generated information that is adequate to determine whether the project has the potential for significant environmental effects.

3. Based on the criteria in Minnesota Rules, part 4410.1700, the project **does not** have the potential for significant environmental effects.

4. The Responsible Government Unit (RGU) makes a Negative Declaration and does not require the preparation of an Environmental Impact Statement (EIS).

BE IT FURTHER RESOLVED, that based on the findings above, the Common Council has determined that the development currently known as Nigon Development does not have the potential for significant environmental effects and that preparation of an Environmental Impact Statement (EIS) is not mandated in this instance; and,

BE IT FURTHER RESOLVED that nothing in this determination that the EAW is adequate should be interpreted in any way to suggest that the City approves of the proposed development.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Design Variance to the State Aid Route Standards for 6th Street Bridge, Neighborhood Safety & Riverfront Improvements Project

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
Jaymi Wilson

Action Requested:

Adopting a Resolution requesting a design variance from the Minnesota Department of Transportation (MnDOT) State Aid Operations Rules design standards for the 6th Street Bridge, Neighborhood Safety & Riverfront Improvements Project.

Report Narrative:

The City of Rochester's project team is preparing final plans for the 6th Street Bridge, Neighborhood Safety& Riverfront Improvements Project. The project proposes construction of an 8-foot-wide shared use path along the north side of 6th Street SE, extending from 3rd Avenue SE to 9th Avenue SE. This new path would replace the existing 5-foot-wide sidewalk currently used by both pedestrians and bicyclists. The variance request involves allowing the City to utilize less than a 2-foot clear zone along the 8-foot multi-use trail in certain specific locations. To accommodate a shared use path with a minimum 2-foot clear zone, several existing trees would need to be removed. The remaining narrow boulevard width would also prevent the planting of new trees. Additionally, relocating utility poles to meet clear zone requirements would likely result in further tree removal. Alternatively, acquiring additional right-of-way to avoid utility conflicts would impact existing trees and landscaping on adjacent private properties. To avoid these impacts a clear zone variance has being requested.

The original resolution for this variance request was passed by the City Council on November 17, 2025. Subsequently the resolution and the city's variance request packet was submitted to and approved by MNDOT at their variance meeting on December 18th, 2025. Based on the technical conversation the variance board had prior to approving the variance, MnDOT is requesting we add additional specificity to the resolution, including details of the five locations where the clear zone will be less than two feet.

Priorities & Foundational Principles:

Quality Services
Public Safety

Policy Considerations & DEI Impact:

Reaching out to under-represented communities (also part of our community engagement):
Bolton and Menk created a discussion guide and worked with individuals from partnering organizations.
October 9, 2024: Ethiopian Community of Rochester MN ECRM board members and founders
September 30, 2024: Alliance of Chicanos, Hispanics, and Latin Americans
September 21, 2024: Pamoja Woman (Somali and Sudanese community)

Prior Legislative Actions & Community Engagement:

Prior Legislative Actions

February 26, 2020: Council Meeting - New Rapid Transit for a Growing, Equitable Rochester Study Received and Filed.
October 19, 2020: Council Meeting - Resolution No. 283-20 - Five-Year Update to the Destination Medical Center (DMC) Development Plan Adopted.
April 19, 2021: Council Meeting - Resolution No. 084-21 incorporating the DWSE Small Area Plan into the Planning 2 Succeed (P2S) Comp Plan Adopted.
July 19,2021: Council Meeting - Contract with Perkins & Will for Conceptual Design and Engineering Services Authorized.
March 2022: Council Meeting - Additional Design, Evaluation, Public Engagement and Analysis; and Funding Strategies for the 6th St Bridge Authorized.
August 21,2023: Council Meeting- Contract with Bolton and Menk for Design and Engineering of 6th Street Bridge Authorized
May 5, 2025: Council Meeting- Presentation Update as Bridge Design is Submitted
November 17,2025: Council Meeting: Resolution for Variance with MNDOT Approved
December 18, 2025 MNDOT Variance Committee Variance Approved

Community Engagement

March 26, 2024: Open House #1 at Riverside Building Lobby
April 23, 2024: Slatterly Park Neighborhood meeting
May 15, 2024: Riverside Family Event
June 26, 2024: Open House #2 at Riverside Elementary
July 11, 2024: Forward Concert
August 17, 2024: Back to School event
September 14, 2024: Latino Fest
May 8, 2025: Historic Neighborhood Meeting
May 28, 2025: Public Engagement for updates: Riverside 5/28/25
July 22, 2025: Slatterly Neighborhood Meeting: Slatterly Park
September 17, 2025: 6th Street Sessions: The Bridge
October 1, 2025: 6th Street Sessions: Streetscape
October 22, 2025: 6th Street Sessions: Riverfront Amenities

Fiscal & Resource Impact:

No fiscal or resource impact, follow-up from prior variance resolution to add more specific information related to the five clear zone variance locations as requested by MNDOT.

Alternative Action(s):

No alternative actions are recommended at this time.

Prepared By:

Jaymi Wilson

Attachments:

Resolution - Updated 6th Street Project Variance Request

RESOLUTION
CITY OF ROCHESTER, MINNESOTA

A resolution requesting a variance from standard for State Aid Operation for Project No. S.A.P. 159-080-023.

WHEREAS, the City of Rochester is preparing plans for the 6th Street Bridge, Neighborhood Safety and Riverfront Improvements Project, along 6th Street SW (MSAS 115) from 2nd Avenue SW to Broadway Avenue, and 6th Street SE (MSAS 120) from Broadway Avenue to 9th Avenue SE; and

WHEREAS, Minnesota Rules for State Aid Operation 8820.9995 require a minimum shoulder/clear zone of 2-ft adjacent to a shared use path, and the project proposes to construct a shared use path with a minimum shoulder/clear zone of 1-ft; and

WHEREAS, the reasons for this variance request are as follows:

- The project proposes construction of an 8-foot-wide shared use path along the north side of 6th Street SE, extending from 3rd Avenue SE to 9th Avenue SE. This new path would replace the existing 5-foot-wide sidewalk currently used by both pedestrians and bicyclists; and
- To accommodate a shared use path with a minimum 2-foot clear zone, several existing trees would need to be removed. The limited remaining boulevard width would also prevent planting new trees. Additionally, relocating utility poles to meet clearance requirements would likely result in further tree removal. Alternatively, acquiring additional right-of-way to avoid utility conflicts would impact existing trees and landscaping on adjacent private properties; and
- Constructing an 8-foot-wide shared use path with a reduced shoulder/clear zone of 1 foot offers a safer alternative to retaining the existing 5-foot-wide sidewalk. Despite the narrower clear zone, the increased pavement width significantly improves safety for both pedestrians and bicyclists. This approach also preserves existing trees and allows for new tree planting, supporting the health, safety, and welfare of the public and enhancing the neighborhood environment.

NOW, THEREFORE BE IT RESOLVED, that the City of Rochester City Council does hereby request a variance from the Minnesota Department of Transportation State Aid Operations Rules Chapter 8820.9995 Minimum Off-Road and Shared Use Path Standards to allow for a shared use path with a minimum shoulder/clear zone of 1-ft in lieu of the required minimum of 2-ft in the following locations from the obstruction noted based on the proposed 6th Street SE centerline shown in State Aid approved construction plans:

STA. 31+64, 20' LT (existing tree)
STA. 32+01, 20' LT (existing tree)
STA. 42+22, 38' LT (proposed yield sign)

STA. 42+82, 23' LT (proposed yield sign)
STA. 43+42, 21' LT (existing utility pole);

BE IT FURTHER RESOLVED, that the City of Rochester City Council hereby indemnifies, saves and holds harmless the State of Minnesota and its agents and employees from any and all claims, demands, actions, or causes of action arising out of or by reason of the construction of the 6th Street Bridge Project in accordance with Minnesota Rules 8820.9995 and further agrees to defend, at its sole cost and expense, any action or proceeding commenced for the purpose of asserting any claim arising as a result of granting this variance.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

2026 Minnesota Department of Transportation: Active Transportation Planning Assistance Grant

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Consent Agenda

PRESENTER:
Taryn Edens

Action Requested:

Adopting a Resolution authorizing the submission of an application to the Minnesota Department of Transportation for Active Transportation Planning Assistance and authorizing the City Administrator to execute related documents, if awarded.

Report Narrative:

The City proposes to apply for Active Transportation Planning Assistance through the Minnesota Department of Transportation (MnDOT). The planning assistance would support the development of a Transportation Demand Management Action Plan that consolidates and prioritizes implementation of existing City and partner plans related to walking, biking, and rolling.

Rochester has adopted multiple transportation, land use, safety, and accessibility plans over the past decade, including the Comprehensive Plan, Active Transportation Plan, Transit Development Plan, Americans with Disabilities Act (ADA) Transition Plan, and Unified Development Code, along with complementary plans developed by regional and institutional partners. While these plans are aligned in intent, they have not yet been fully integrated into a single, coordinated action framework with shared priorities, timelines, and performance measures.

If awarded, the planning assistance would support a locally led process to align existing guidance into an implementable, measurable action plan. The City would serve as the lead applicant and coordinating agency, with engagement from relevant stakeholders during plan development. No capital construction is included in this request.

Priorities & Foundational Principles:

Quality Services
Economic Resilience

Policy Considerations & DEI Impact:

This action supports the City's Comprehensive Plan, Active Transportation Plan, ADA Transition Plan, Transit Development Plan, and Complete Streets principles by advancing safe, accessible, and equitable mobility. The planning process will incorporate equity considerations consistent with the City's DEI Action Plan and MnDOT program criteria, with emphasis on populations more likely to rely on active transportation and/or experience safety risks.

Prior Legislative Actions & Community Engagement:

2013: Adoption of the City of Rochester ADA Transition Plan

2018: Adoption of Destination Medical Center Integrated Transit Studies
2022: Adoption of the City of Rochester Active Transportation Plan
2022: Adoption of the City of Rochester Transit Development Plan
2024–2025: Adoption of the Unified Development Code

2025: Adoption of the Comprehensive Plan 2040 (Planning2Succeed)

Community engagement conducted through Plan updates, Safe Routes to School planning, and regional transportation planning efforts

Fiscal & Resource Impact:

Planning assistance would be provided by MnDOT if awarded. No local match is anticipated. City staff time will be required to support coordination and engagement, which aligns with the staff's workplan and the City Council's Action Plan. Any future implementation actions would be subject to separate Council approval.

Alternative Action(s):

No alternative actions are suggested at this time. If the application is not approved, the City would continue implementing existing plans independently.

Prepared By:

Matt Lynch

Attachments:

Resolution - 2026 MnDOT Active Transportation Planning Assistance Grant

RESOLUTION

Adopting a Resolution authorizing the submission of an application to the Minnesota Department of Transportation for Active Transportation Planning Assistance and authorizing the City Administrator to execute related documents if awarded.

WHEREAS, The City of Rochester proposes to apply for Active Transportation Planning Assistance through the Minnesota Department of Transportation. The planning assistance would support development of a Transportation Demand Management Action Plan that consolidates and prioritizes implementation of existing City and partner plans related to walking, biking, and rolling; and

WHEREAS, Rochester has adopted multiple transportation, land use, safety, and accessibility plans over the past decade, including the Comprehensive Plan, Active Transportation Plan, Transit Development Plan, ADA Transition Plan, and Unified Development Code, along with complementary plans developed by regional and institutional partners. While these plans are aligned in intent, they have not yet been fully integrated into a single, coordinated action framework with shared priorities, timelines, and performance measures; and

WHEREAS, If awarded, the planning assistance would support a locally led process to align existing guidance into an implementable, measurable action plan. The City would serve as the lead applicant and coordinating agency, with engagement from relevant stakeholders during plan development.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Rochester, MN that adopt a Resolution authorizing the submission of an application to the Minnesota Department of Transportation for Active Transportation Planning Assistance and authorizing the City Administrator to execute related documents if awarded.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

F.20

REQUEST FOR ACTION

Rochester Technology Campus Final Alternative Urban Areawide Review

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Consent Agenda

PRESENTER:
Elliot Mohler

Action Requested:

Adopting a Resolution approving the Final Alternative Urban Areawide Review and Record of Decision for Rochester Technology Campus

Report Narrative:

The Alternative Urban Areawide Review (AUAR) process is a hybrid of the Environmental Assessment Worksheet (EAW) and Environmental Impact Statement (EIS) review processes. The AUAR document uses a list of questions adapted from the EAW form, but analyzes typical urban area impacts comparable to an EIS. Environmental analysis information from an AUAR is used to inform local planning and zoning decisions by evaluating how the proposed development will affect the environment of the community before the development occurs. The AUAR has completed the necessary reviews, including the initial Scoping Document, the Draft AUAR, and the 10-day objection period. The City is the local governing body responsible for the oversight of the AUAR and responsible for ensuring compliance with Minnesota Rules Chapter 4410.

IRG Realty Advisors purchased the property in Rochester from IBM in 2018. Since then, IRG has leased the buildings to regional and local businesses for a variety of uses, including a large portion still leased by IBM. The property is currently leased at about 60% of its capacity. IRG is proposing the development of the property surrounding the existing campus. The undeveloped portions of the property are largely grassland, wetland, and wooded to the north and west. To the south, the proposed development property is primarily agricultural. The surrounding uses are largely commercial to the north, industrial to the west, and residential to the south. The proposed development activity consists of commercial, retail, and hospitality to the east, largely residential to the south and north, and industrial to the west. The AUAR study area is approximately 484.4 acres of land.

Priorities & Foundational Principles:

Responsible Environmental Stewardship

Policy Considerations & DEI Impact:

This project achieves the Comprehensive Plan Core Principles of Maintaining a Commitment to Health, Wellness, and the Environment and Championing Social Equity and Environmental Justice. The City is committed to enacting conscious decisions to ensure growth is fiscally and environmentally sustainable and follows best management practices. Environmental reviews, such as the Alternative Urban Areawide Review, are critical strategies that help promote clean air and water in our community. Furthermore, these reviews help the City to further its commitment to environmental justice and the overall health of

the community.

Prior Legislative Actions & Community Engagement:

August 13, 2024: Environmental Quality Board - Submission of AUAR Scoping Document
August 20, 2024: Environmental Quality Board - AUAR Scoping Document published in the EQB Monitor
August 20, 2024: Community Development - AUAR notice published in the Post Bulletin
August 20, 2024: Environmental Quality Board - 30-day comment period begins
September 19, 2024: Environmental Quality Board - 30-day comment period ends
December 13, 2024: Council - Adopts the Final Order for the associated AUAR
August 12, 2025: Environmental Quality Board - 30-day comment period begins for draft document
September 11, 2025: Environmental Quality Board - 30-day comment period ends for draft document
November 4, 2025: Environmental Quality Board - 10-day objection period begins
November 14, 2025: Environmental Quality Board - 10-day objection period ends

Fiscal & Resource Impact:

All development costs are the responsibility of the developer.

Alternative Action(s):

No alternative actions are recommended at this time.

Prepared By:

Elliot Mohler

Attachments:

Final Alternative Urban Areawide Review - CD2024-004ENV Rochester Technology Campus

Findings of Fact and Response to Comments - CD2024-004ENV Rochester Technology Campus

Resolution - CD2024-004ENV Rochester Technology Campus

Final Alternative Urban Areawide Review (AUAR)

Rochester Technology Campus

Rochester, MN

IRGRA 178397 | October 24, 2025

SEH

Building a Better World for All of Us®

Engineers | Architects | Planners | Scientists

Final Alternative Urban Areawide Review (AUAR)

Rochester Technology Campus
Rochester, MN

SEH No. IRGRA 178397

October 24, 2025

I hereby certify that this report was prepared by me or under my direct supervision.

	October 22, 2025
Rebecca Beduhn	Date
Sr. Scientist	
	October 22, 2025
Kari Franklin	Date
Client Service Manager	

Reviewed By:

	October 22, 2025
Natalie White	Date
Sr. Scientist	

Short Elliott Hendrickson Inc.
717 Third Avenue SE, Suite 101
Rochester, MN 55904-7373
507.288.6464

Executive Summary

The document is an alternative urban areawide review (AUAR) for the Rochester Technology Campus, a mixed-use redevelopment project of the former IBM property in Rochester, MN, proposed by Industrial Realty Group, LLC (IRG). The project proposes two scenarios of development, including residential, commercial, industrial, and recreational sectors, and evaluates the environmental impacts and mitigation measures of each scenario for various resource categories such as geology, soils, water resources, contamination, ecological resources, historic properties, visual, air, noise, transportation, and cumulative effects. The AUAR considers the current and projected climate trends and impacts in the project location, such as increasing temperature and precipitation, more frequent extreme weather events, and potential for drought and flooding, and identifies climate adaptation and resilience measures for each resource category. The AUAR lists the major permits and approvals required from various federal, state, regional, county, and local agencies for the proposed development scenarios, and indicates the responsible parties and the status of each permit and approval. The project is consistent with the City's Comprehensive Plan and zoning designations for mixed-use transit oriented corridors, and proposes mitigation measures to avoid, minimize, or compensate for the adverse environmental effects of the project, such as stormwater treatment, wetland replacement, erosion control, noise abatement, and traffic improvements.

Project overview and background: The project is a redevelopment of the Rochester Technology Campus, a former IBM property, proposed by IRG. The AUAR evaluates two scenarios of mixed-use development, including residential, commercial, industrial, and recreational sectors. The project requires an Alternative Urban Areawide Review (AUAR) to assess the environmental impacts and mitigation measures of the proposed scenarios.

Project magnitude and land use: The project covers ±494.4 acres of land, with different magnitudes of development for each scenario. Scenario 1 includes 2,624 residential units, 854,000 square feet of commercial space, 650,000 square feet of industrial space, and 1,105,000 square feet of recreational space. Scenario 2 includes 1,920 residential units, 854,000 square feet of commercial space, 650,000 square feet of industrial space, and 2,200,000 square feet of recreational space, with a regional sports complex. The project would convert existing cover types such as woodland, grassland, cropland, and wetland into impervious surfaces, lawn, and stormwater ponds. The project is consistent with the City's Comprehensive Plan and zoning designations for mixed-use transit-oriented corridors.

Climate adaptation and resilience: The AUAR considers the climate trends and impacts in the general location of Rochester, MN, which include a warmer and wetter climate, more frequent extreme precipitation events, and potential for drought and flooding. The AUAR evaluates the climate adaptation and resilience of the proposed development scenarios for various resource categories, such as project design, land use, water resources, contamination, and ecological resources. The AUAR identifies mitigation measures to reduce greenhouse gas emissions, enhance stormwater management, protect sensitive habitats, and promote energy efficiency.

Permits and approvals required: The AUAR lists the major permits and approvals required from various federal, state, regional, county, and local agencies for the proposed development scenarios. These include permits and approvals related to wetland impacts, water appropriation, wastewater discharge, stormwater management, soil erosion, historic preservation, and land use. The AUAR also identifies the responsible parties and the status of each permit and approval.

Environmental effects and mitigation measures: The AUAR analyzes the potential environmental effects and mitigation measures for each development scenario and each resource category, such as geology, soils, water resources, contamination, ecological resources, historic properties, visual, air, noise, transportation, and cumulative effects. The AUAR uses various methods and sources to assess the environmental effects, such as geotechnical studies, wetland delineation, traffic studies, and environmental site assessments. The scenarios include mitigation measures to avoid, minimize, or compensate for the adverse environmental effects, such as stormwater treatment, wetland replacement, erosion control, noise abatement, and traffic improvements.

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Final Alternative Urban Areawide Review (AUAR)

Rochester Technology Campus

Prepared for the City of Rochester on behalf of Industrial Realty Group

1 Project Overview

The purpose of this document is to provide development scenario information sufficient to allow review and comment on potential alternative development scenarios and relevant issues to be analyzed in further review.

The AUAR study area is approximately 494.4 acres of land in the City of Rochester, Minnesota. For background, in 2018, IRG acquired the property within the study area from IBM and has since leased it to various businesses, with IBM still occupying a portion of the existing buildings and property. The existing buildings are leased. IRG has plans to develop the surrounding undeveloped land, which is primarily farmland, wetland, and woodland to the north and west, and agricultural to the south. The neighboring areas are mainly commercial to the north, industrial to the west, and residential to the south. The proposed development (the "project") includes commercial, retail, and hospitality sectors to the east, residential areas to the south and north, and industrial zones to the west.

1.1 Project Title

Rochester Technology Campus

1.2 Proposer Information

Proposer: Industrial Reality Group
Contact Person: Evan Vlaeminck
Title: Vice President, Asset Development Manager
Address: 4020 Kinross Lakes Parkway, Suite 200
City, State, Zip: Richfield, Ohio, 44286
Phone: 330.659.4060
Email: evlaeminck@irga.com

1.3 RGU Information

RGU: City of Rochester
Contact Person: Elliot Mohler
Title: Planner
Address: 4001 West River Parkway NW, Suite 100
City, State, Zip: Rochester, MN 55901
Phone: 507.328.2941
Email: communitydevelopment@rochestermn.gov

1.4 Project Location

County: Olmsted

City/Township: City of Rochester

PLS Location (¼, ¼, Section, Township, Range):

- E ½ NE ¼ S20 T107N R14W
- All of S21 T107N R14W
- W ½ S22 T107N R14W
- NE ¼ NW ¼ S28 T107N R14W

Watershed (81 major watershed scale): 41 (Zumbro River)

GPS Coordinates: 44.057362, -92.506447

Tax Parcel Number(s): 742014052189, 742113085447, 742142085448, and 742114085449

At minimum, attach each of the following to the AUAR:

- A map clearly depicting the boundaries of the AUAR study area and any subdistricts used the AUAR analysis (Figure 1)
- US Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (Figure 2)
- A cover type map (Figure 3)
- Land use and planning and zoning maps (**Appendix A**)

1.5 Project Description

Instead of the information called for on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

- anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area;

- infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.) Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More “arterial” types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary;

- information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.

> *Important Note: Every AUAR document MUST review one or more development scenarios based on and consistent with the RGU’s Comprehensive Plan in effect when the AUAR is officially ordered. (This is equivalent to reviewing the “no-build” alternative in an EIS.) If an RGU expects to amend its existing Comprehensive Plan, it has the options of deferring the start of the AUAR until after adopting the amended plan or reviewing developments based on both the existing and amended comprehensive plans; however, it cannot review only a development based on an expected amendment to the existing plan. Also, the rules require that one or more development scenarios analyzed must be consistent with known development plans of property owners within the AUAR area.*

IRG Realty Advisors purchased property in Rochester from IBM in 2018. Since then, IRG has leased the buildings to regional and local businesses for a variety of uses, including a large portion still leased by IBM. The property is currently leased at about 60%.

IRG is proposing development of property surrounding the existing campus. The undeveloped portions of the property are largely grassland, wetland, and wooded to the north and west. To the south, the proposed development property is primarily agricultural. The surrounding uses are largely commercial to the north, industrial to the west, and residential to the south. To the best of the proposer's knowledge, no previous traffic studies have been conducted on the property since the construction of the commercial area to the north including Target and Home Depot.

The proposed development activity consists of commercial, retail, and hospitality to the east, largely residential to the south and north, and industrial to the west. The attached conceptual site plan identifies a series of proposed roads and pedestrian connections throughout that will be evaluated with this study.

Sanitary sewer and watermain will be extended to and throughout the property during the proposed development. Stormwater requirements will be handled onsite by approved means and methods for rate control and water quality.

1.6 Project Magnitude

Project magnitude data. - information should be given for each major development scenario.

Table 1 – Project Magnitude Summary

Description	Scenario 1		Scenario 2 (Athletic Park)	
Total Project Acreage	**494.4**		**494.4**	
Linear project length (Street Length, LF)	20,560		20,915	
Residential Unit Breakdown	Townhomes –	424	Townhomes –	220
	Apartment Units	2,200	Apartment Units –	1,700
	Total Units -	**2,624**	**Total Units -**	**1,920**
Residential building area (SF)	4,402,400		3,122,000	
Commercial building area (SF)	854,000		854,000	
Industrial building area (SF)	650,000		650,000	
Other uses – specify (SF)	Recreation	1,105,000	Recreation	2,200,000
	Common Area	435,600	Common Area	217,800
Maximum Height of Structures (FT)	Townhomes	35	Townhomes	35
	Apartment Buildings	48	Apartment Buildings	48
	Commercial Buildings	48	Commercial Buildings	48
	Industrial Buildings	50	Industrial Buildings	50
	Institutional Buildings	50	Institutional Buildings	50

2 Climate Adaption

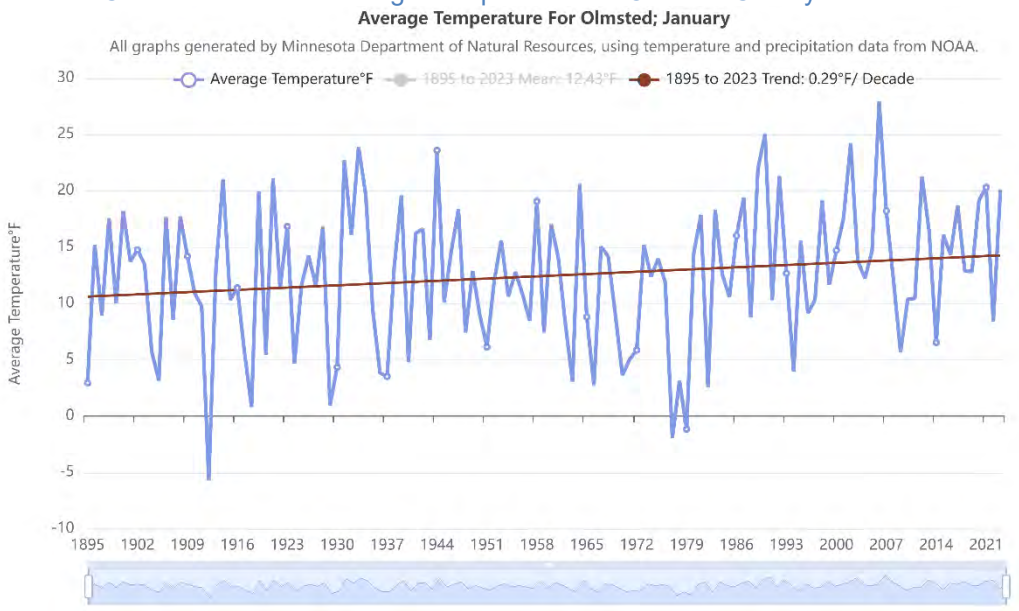
Describe the climate trends in the general location of the project (see guidance: Climate adaptation and Resilience) and how climate change is anticipated to affect that location during the life of the project.

a. *Describe the climate trends in the general location of the project (see guidance: Climate Adaptation and Resilience) and how climate change is anticipated to affect that location duringthe life of the project.*

In general, climate change projections for Minnesota predict a warmer and wetter climate, with more frequent extreme precipitation events. According to the Minnesota DNR, Minnesota has warmed by 3.0 degrees Fahrenheit between 1895 and 2020, and annual precipitation has increased by an average of 3.4 inches across the state[1].

Climate data available through the Minnesota Climate Explorer[2], demonstrates that historical average annual temperatures recorded in Olmsted County, have increased over the past century (1895 to 2023).

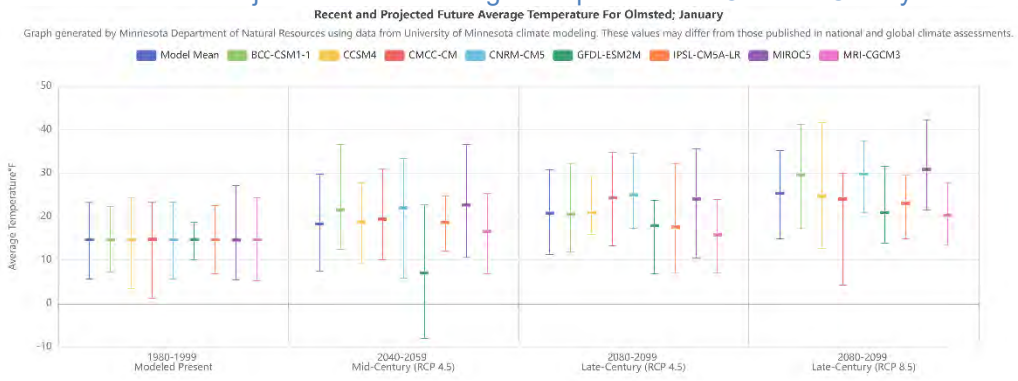
Chart 1. Historical Average Temperature for Olmsted County



Modelling results from University of Minnesota (as hosted on the Minnesota Climate Explorer[2]), predict that average temperatures for Olmsted County will continue to warm into the late century (2099).

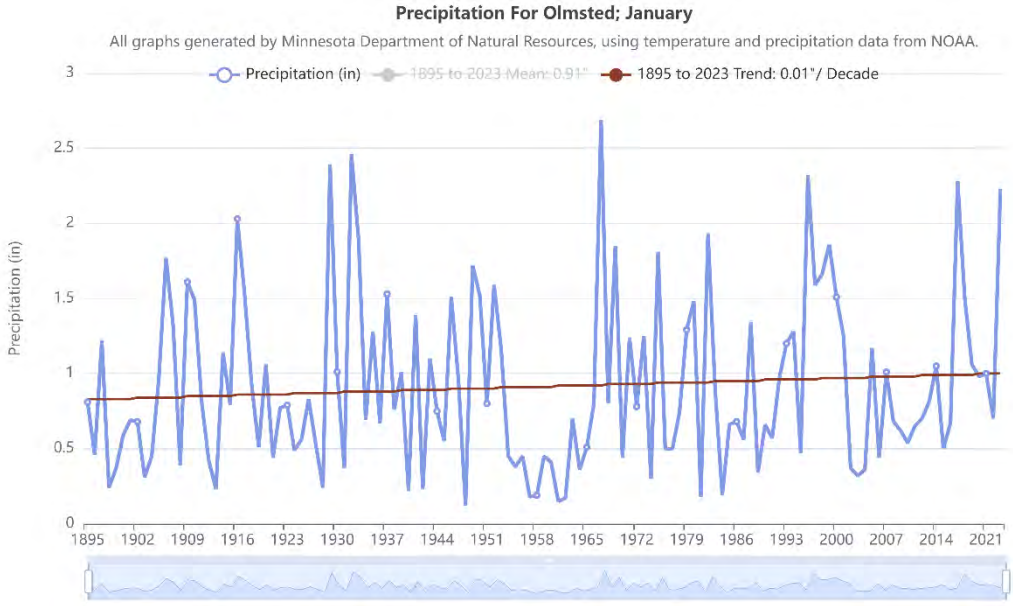
[1] Climate trends | Minnesota DNR (state.mn.us)
[2] Minnesota Climate Explorer (state.mn.us)

Chart 2. Recent and Projected Future Average Temperature for Olmsted County



Climate data available through the Minnesota Climate Explorer[3], demonstrates precipitation recorded in Olmsted County, has increased on average 0.01 inches, over the past century (1895 to 2023).

Chart 3. Historical Precipitation for Olmsted County



In general, projections for Minnesota predict that the days per year with more than 1-inch of precipitation will increase, but summer precipitation will be lower (i.e., precipitation events will be larger, but more infrequent) by the end of the century, as compared with the historical period of 1981-2010[4]. Climate change impacts at the location of the Project, will likely include warmer temperatures and more periods of drought with periodic flooding.

b. *For each Resource Category in the table below: Describe how the project's proposed activitiesand how the project's design will interact with those climate*

[3] Minnesota Climate Explorer (state.mn.us)
[4] Minnesota Climate Projections | Climate (umn.edu)

trends. Describe proposed adaptations to address the project effects identified.

Table 2 outlines resource categories and climate considerations that will be evaluated further during the AUAR.

Table 2 – Climate Adaptation and Resilience

Resource Category	Climate Considerations (example text provided below isto be replaced with project-specific information)	Project Information	Adaptations
Project Design	The selection of building materials and architectural styles, along with the site's overall design, can influence urban heat island effects in the area. This includes potential shifts in climate zones, changes in local temperature patterns, and an increased likelihood of prolonged heat events.	In the coming decades, the location of the study area is anticipated to experience: • Increased annual temperatures • Increased freeze thaw cycles • Medium urban heat island effect	Buildings could be designed with green or reflective roofs, fritted windows to reduce bird strikes and heat gain, and energy-efficient shells. Climate-smart landscaping, including tree plantings, would help cool the area and contribute to sustainability.
Land Use	This mixed-use development project will convert about half of the Project's land from open space or agricultural field into developed land uses, to impervious surface. There are no identified flood risks since the site is outside designated floodplain areas.	• Increased annual precipitation and more frequent heavy rainfall events • The study area is not within floodplain areas and therefore no risks are identified with increased flooding events. *See Section 5 of the AUAR for more info*	Design of the site and stormwater management facilities will meet City stormwater requirements which are designed to reduce the risk of flooding in the AUAR study area.
Water Resources	Current climate patterns in Minnesota and expected climate change in the project area could affect local water resources.	Due to statewide climate trends, water resources in the project area may warm, become more polluted, and experience volume changes from increased temperatures and runoff. More severe storm events are projected, so drainage systems must be maintained to handle increased rainfall. *See Section 7 of the AUAR for more info*	Stormwater best management practices (BMPs) will be designed to handle a 100-year storm event in accordance with City and Watershed requirements as the property develops. Infiltration areas may also be used to improve water quality and reduce stormwater runoff. Developers will use native plants and perennials for landscaping, and stormwater features will absorb water and lower irrigation needs.

Resource Category	Climate Considerations (example text provided below isto be replaced with project-specific information)	Project Information	Adaptations
Contamination/ Hazardous Materials/Wastes	Ongoing climate trends in Minnesota, along with projected future changes in the project area, could affect the environmental risks associated with the generation, use, and storage of hazardous materials and waste.	The proposed project site contains no known contaminated materials and is not expected to be affected by future climate trends. *See Section 8 of the AUAR for more info*	Additional information in Section 8.
Fish, wildlife, plant communities, and sensitive ecological resources (rare features)	Ongoing climate trends in Minnesota and expected future changes in the project area could impact local species and the availability of suitable habitats.	Habitat suitability for species may decline due to land use changes, rising temperatures, and increased runoff. *See Section 9 of the AUAR for more info*	Native plantings and stormwater BMPs will create suitable habitats for small mammals, insects, and birds that currently inhabit the developed area.

3 Cover Type

AUAR Guidance: The following information should be provided:

A cover type map, at least at the scale of a USGS topographic map, depicting:

- ✓ *Wetlands (identified by Circular 39 type)* – Please see Figure 8, NWI and Wetland Delineation Results
- ✓ *Watercourses (rivers, streams, creeks, ditches)* – Please see Figure 7, Surface Water Features
- ✓ *Lakes (identify public waters status and shoreland management classification)* – Please see Figure 7, Surface Water Features
- ✓ *Woodlands (break down by classes where possible)* – Please see Figure 3, Existing Land Cover
- ✓ *Grassland (identify native and old field)* – Please see Figure 3, Existing Land Cover
- ✓ *Cropland*– Please see Figure 3, Existing Land Cover
- ✓ *Current development* – Please see Figure 1, Location

An "overlay" map showing anticipated development in relation to the cover types. This map should also depict any "protection areas," existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should be generally provided.

Please see Appendix B for a depiction of Scenario 1 and Scenario 2.

Cover types within the project limits were determined through a combination of aerial imagery, available MLCCS data, and field reconnaissance. Generalized land cover of the project area is mainly turf grass (or lawn), grassland, woodland, or agricultural land (See **Figure 3**). The project area is generally flat. In the southern portion of the site, which is currently agricultural land, there

are some gentle rolling hills. The northern portion of the site is slightly lower in elevation and is dominated by woodlands and wetlands. Existing cover types and proposed post-project cover types within the project boundary are outlined in **Table 3**.

Table 3 – Landcover Pre and Post Project

	Acres		
Cover Types	**Current**	**Scenario 1**	**Scenario 2**
Wetlands and shallow lakes (<2 meters deep)	15.4	13	9.5
Deep lakes (>2 meters deep)	0	0	0
Wooded/forest	23.4	2	2.5
Mixed Wooded and Grass	104.6	0	0
Rivers/streams	0	0	0
Brush/Grassland	46.2	0	0
Cropland	75.8	0	0
Livestock rangeland/pastureland	0	0	0
Lawn/landscaping	50	76.9	85.9
Impervious surface	175.0	391.0	387.0
Stormwater Pond (wet sedimentation basin)	4	11.5	9.5
TOTAL	**494.4**	**494.4**	**494.4**

4 Permits and Approvals Required

AUAR Guidance: A listing of major approvals (including any comprehensive plan amendments and zoning amendments) and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given for each major development scenario. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

The anticipated government permits and approvals required for the project are provided in **Table 4.**

Table 4 – Anticipated Permits and Approvals

Unit of Government	Type of Application	Status
Federal		
U.S. Army Corps of Engineers	Section 404 Permit for Wetland Impacts	To be obtained
U.S. Fish and Wildlife Service	Endangered Species Takings Permit (if federally listed species are impacted)	To be obtained (if required)
State		
Pollution Control Agency	National Pollutant Discharge Elimination System (NPDES) Construction Storm Water Permit	To be obtained
	Sanitary Sewer Permit	To be obtained
	Approval of remediation and cleanup plans, as applicable	To be obtained
	Intent to Perform Demolition Notification	To be obtained
	Air Permit	To be obtained
Department of Natural Resources	Temporary dewatering permit for construction	To be obtained, if needed
	Long-term DNR Water Appropriation Permit if dewatering or sump pumping in volumes that exceed 10,000 gallons per day or one million gallons per year.	To be reviewed and applied for if threshold is anticipated to be met
	Preliminary Well Construction Approval	To be obtained, if needed
	Water Use Permit	To be obtained, if needed
	Preliminary Well Construction Assessment (PWCA)	To be obtained, if needed for drilling a well that will be used to withdraw more than 10,000 gallons of water per day, or one million gallons per year
Department of Health	Watermain plan review	To be obtained

Unit of Government	Type of Application	Status
Regional/ County/ Local		
Olmsted County	New Well Construction Permit	To be obtained
	Well Sealing Permit	To be obtained if existing wells need to be sealed as part of the redevelopment
Rochester Olmsted Council of Governments (ROCOG)	Traffic Study review	In process
City of Rochester	Alternative Urban Areawide Review	In process
	Site Development Plan (SDP) review	To be obtained
	Final plat approvals	To be obtained
	Development agreements	To be obtained
	Obstruction Permit	To be obtained
	Excavation Permit	To be obtained
	Oversized Vehicle Permit	To be obtained
	Building permits	To be obtained
	Mass Excavation Permit	To be obtained, if needed
	Grading Permit	To be obtained
	Footing and Foundation Permit	To be obtained, if needed
	Public Works Review and Approval	To be obtained
	Certificate of Occupancy	To be obtained
	City/Owner Contracts	To be obtained
	Revocable Permit	To be obtained
	Historic Preservation Commission Review	To be obtained
	Street and Public Utility Vacations Permit	To be obtained
	Wetland Replacement Plan Approval	To be obtained

5 Land Use

Existing and Planned Land Uses and Zoning

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, prime or unique farmlands.

Generalized land cover of the project area is mainly turf grass (or lawn), grassland, woodland, or agricultural land (See **Figure 3**). Woodside Park is a privately owned park that is only accessible to Rochester Technology Campus (RTC) tenants and is located within the project area, south of the existing IBM Campus. Associated paved pedestrian trails exist in and around Woodside Park. Other nearby public spaces outside the project area include several City of Rochester parks within one (1) mile of the site, but outside of the project area, and a trailhead for the paved multi-use Douglas Trail.

The Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS), NRCS electronic Field Office Technical Guide (eFOTG), and the Olmsted County Soil Survey were referenced to identify prime and unique farmland, and farmland of statewide and/or local importance within the project area. Soils mapped and designated by the NRCS as prime farmland, prime farmland if drained, and farmland of statewide importance are located within the vicinity of the project site as shown on **Figure 4** and outlined in **Table 5**. A more detailed discussion on soils is included in Section 6.2 below.

Table 5 – Soils within the site classified as Prime Farmland, Prime Farmland if Drained, and Farmland of Statewide Importance

Map Unit Symbol	Map Unit Name	Acres in Study Area	Farmland Rating
176	Garwin silty clay loam	38.2	Prime farmland if drained
203	Joy silt loam, 1 to 4 percent slopes	43.2	All areas are prime farmland
322C2	Timula silt loam, 6 to 12 percent slopes, moderately eroded	44.9	Farmland of statewide importance
477B	Littleton silt loam, 1 to 4 percent slopes	26.5	All areas are prime farmland
516B	Dowagiac silt loam, 2 to 6 percent slopes	14.9	All areas are prime farmland
1812B	Terril loam, sandy substratum, 1 to 6 percent slopes	9.5	All areas are prime farmland
N501B2	Downs silt loam, 2 to 6 percent slopes, moderately eroded	111.1	All areas are prime farmland

Map Unit Symbol	Map Unit Name	Acres in Study Area	Farmland Rating
N501C2	Downs silt loam, 6 to 12 percent slopes, moderately eroded	17.3	Farmland of statewide importance
N536B	Tama silt loam, driftless, 2 to 6 percent slopes	10.8	All areas are prime farmland
N536C2	Tama silt loam, driftless, 6 to 12 percent slopes, moderately eroded	16.8	Farmland of statewide importance

ii. Planned land use. Describe planned land use as identified in comprehensive plan (if available) and any other applicable plan for land use, water, or resources management by a local, regional, state, or federal agency.

There are two proposed scenarios for the project site. Scenario 1 proposes to construct 2,624 residential units, with a building footprint of approximately 4 million square feet. Scenario 2 proposes 1,920 residential units, with a building footprint of approximately 3 million square feet. Scenario 2 includes plans for a recreational facility near the center of the project.

The City's Comprehensive Plan (2040) designates future land uses at the project area as Mixed-Use Transit Oriented Corridors. Both scenarios are consistent with the Comprehensive Plan's designated future land uses. The Comprehensive Plan encourages broader adoption of mixed-use development in targeted areas to support integration of land use and transportation, housing diversity, and better connectivity for transit and pedestrians. Mixed-use development can reduce dependence on private vehicles, promote walkability, and provide housing near employment centers, lowering household transportation costs. While previously accommodated on a site-specific basis, the Plan recommends making mixed-use the foundation for new land use districts. The Rochester Tech Campus is identified as a major regional mixed-use center, highlighting its potential as a vibrant community hub.

The Comprehensive Plan also identifies a Primary Transit Network to serve major growth areas in Northwest Rochester. Key corridors in this network include Valleyhigh Drive NW and 37th Street North. While these corridors may take longer to reach targeted development intensities, they offer the best opportunity to connect the transit system and support major centers, such as potential transit-oriented development nodes at IBM and other key locations. Residential mixed-use redevelopment should be encouraged in these areas, with transit enhancements targeted to support such redevelopment.

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

AUAR Guidance: Water-related land use management districts should be delineated on appropriate maps, and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

The project area is currently zoned as MX-C: Mixed Use Center, LI: Light Industrial, and SI: Special Industrial. Smaller areas of R3: Medium Density Residential and R2: Low Density Small

Lot are present on the south side of the site (Figure 6). These zoning districts will allow a mix of residential housing types along with some retail and commercial opportunities to accommodate the existing office and light industrial uses of the site.

The site does not fall within any special zoning districts or water-related land use management districts. There are no land use restrictions.

There is no FEMA-mapped floodplain within the study area. The 100-year floodplain of the North Run of the North Fork of Cascade Creek is located approximately 0.56-mile south of the project area. There are no agricultural preserves, wild and scenic rivers, critical areas, or shorelands within the study area.

Compatibility with Plans

AUAR Guidance: The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

If development of the AUAR will interfere or change the use of any existing designated parks, recreation areas, or trails, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas, or trails to be developed in conjunction with development of the AUAR area.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out at Minnesota Rules, part 4410.3610, subpart 1. The AUAR document should discuss the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 11, 18, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of any other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studied, with emphasis on any incompatible elements.

The project will not impact any publicly accessible land. Within the property, there is a park that is currently accessible only to the existing IBM campus tenants. This park will be entirely affected by the project; however, no parks located outside of the project area will experience any impacts. Additionally, the Douglas Trail, a significant regional recreational resource, will remain unaffected. The project has been designed to ensure that public parks and recreational amenities beyond the project boundaries are preserved and continue to serve the community without disruption.

The project site includes approximately 331.8 acres of NRCS-designated prime farmland, the majority of which has already been converted for other uses. However, approximately 37 acres located in the southwestern section of the site, remains actively used for agriculture and will be converted as part of the project. Additionally, the project will impact more than 10 acres of soils classified as Prime Farmland of Statewide Importance. Since the project is not funded by a Federal or State program, there is no requirement for further consultation with the NRCS or the Minnesota Department of Agriculture (MDA). While this conversion represents a loss of agricultural land, it is consistent with the broader land use changes occurring within the area.

The project is compatible with nearby land uses, zoning, parks, trails, and other relevant plans, ensuring that amendments to the Comprehensive Plan will not be required. The proposed

development aligns with existing zoning designations and surrounding land uses, supporting planned growth and development in the area. While the project will impact an on-site park accessible only to the RTC campus, no public parks or trails, including the Douglas Trail, will be affected. Additionally, the project is consistent with local and regional planning efforts, maintaining connectivity, preserving key infrastructure, and adhering to established land use policies without necessitating changes to the Comprehensive Plan.

The City of Rochester, as the Responsible Governmental Unit (RGU), certifies that its comprehensive plan complies with the requirements set forth in Minnesota Rules, part 4410.3610, subpart 1. The comprehensive plan has been prepared in accordance with applicable state regulations and has been developed to guide the orderly and sustainable growth of the community. The plan considers environmental, social, and economic factors and aligns with state and regional planning objectives.

This certification affirms that the comprehensive plan addresses land use, transportation, housing, natural resources, and other key elements necessary to support responsible development while maintaining compliance with Minnesota's environmental review requirements. The City of Rochester remains committed to implementing its comprehensive plan in a manner that upholds these standards and serves the best interests of the community.

Measures to Mitigate Incompatibility

Both development scenarios are anticipated to be compatible with planned land use in the project area. No measures are needed to mitigate potential incompatibilities, as the project aligns with existing land uses, zoning, parks, trails, and relevant planning efforts.

6 Geology, Soils, and Topography/Landforms

6.1 Geology

Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.

According to the Minnesota Geological Survey (MGS), *Olmstead County Geologic Atlas, County Atlas Series C-49* (MGS, 2020), bedrock geology underlying the project area includes both the Shakopee Formation and the St. Peter Sandstone. The Shakopee Formation is mapped as underlying a majority of the Site while the St. Peter Sandstone is only present in the area west of the RTC private roadway that circles the main RTC campus (formally identified as the IBM roadway ring). Stratigraphically, the Lower Ordovician aged Shakopee Formation is older and lies below the Middle to Lower Ordovician aged St. Peter Sandstone. The Shakopee Formation is described as a tan to gray dolostone, sandy dolostone, and sandstone, and the St. Peter Sandstone is described as a fine to medium grained, whitish-tan, quartzose sandstone with little to no structure.

Depth to bedrock at the project area is variable and ranges between 0 to 125 feet below ground surface (bgs). Depth to bedrock in the northwestern area of proposed development generally ranges between 0 and 50 feet bgs with localized areas extending to depths of up to 100 feet bgs. Depth to bedrock in the southeastern area of proposed development generally ranges between

50 and 100 feet bgs. Additionally, depth to bedrock in the area bound by the RTC roadway ring to the north and 31st Avenue Southwest to the east ranges between 100 and 125 feet bgs.

According to the MGS, *Olmstead County Geologic Atlas, Archived County Atlas Series C-03* (MGS, 1988), a majority of the project area is mapped as an area of low probability for sinkholes, and the northern and southeastern most portions of the project area are mapped as areas of moderate probability for sinkholes. No known sinkholes were identified within the area of proposed development.

A geotechnical study is already underway to evaluate potential karst risks in the project area. Preliminary findings indicate no abnormalities or significant karst features present. We will share the final results in the upcoming AUAR as they become available.

6.2 Topography and Soils

Soils and Topography: Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability, or other soil limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections, or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.

According to the Minnesota Department of Natural Resources (DNR) *MnTOPO web mapping application*, topography at the site ranges between approximately 1,040 to 1,090 feet above mean sea level (amsl). The northwestern area of development ranges in elevation between approximately 1,040 and 1,070 feet amsl. The main RTC campus area is relatively flat with elevations ranging between 1,070 and 1,080 feet amsl, and the southeastern area of development generally slopes to the southeast with elevations ranging between approximately 1,090 and 1,050 feet amsl.

Native surficial soils in the project area consist of loamy diamicton of the Bowerville Formation and are described as unsorted sediments containing pebbles and scattered cobbles suspended in a yellowish brown to dark olive-gray loamy matrix (MGS, 2020).

According to the U.S. Department of Agriculture (USDA), *Web Soil Survey*, surficial soils throughout the project area include silty clay loam, silt loam, sandy loam, sandy substratum, and urban land. Most of the urban land is within the main IBM campus area inside the RTC roadway ring. Of the thirteen separate soil units identified, two have a hydric rating between 0 and 10, and are considered as predominately non-hydric, and two have a hydric rating of greater than 80 and are considered as predominately hydric. The remaining soils have a hydric rating of 0 and are considered as non-hydric. Farmland ratings for the project area vary between “not prime farmland” and “farmland of statewide importance”. Currently, only the southeastern portion of the site is being used for agricultural purposes. Erosion ratings range between slight to severe. Approximately 62% of the project area was rated as slight to moderate, approximately 9% of the total area was rated as severe, and the remaining area was not rated. **Table 6** summarizes the soil properties across the site.

Table 6 - Soil Properties obtained through the USDA Web Soil Survey

Map Unit Symbol	Map Unit Name	Acres in Study Area	Erosion Rating	Farmland Rating	Hydric Rating
176	Garwin silty clay loam	37.0	Slight	Prime farmland if drained	95
203	Joy silt loam, 1 to 4 percent slopes	41.7	Slight	All areas are prime farmland	5
244C	Lilah sandy loam, 6 to 12 percent slopes	3.2	Moderate	Not prime farmland	0
176	Garwin silty clay loam	38.4	Slight	Prime farmland if drained	95
203	Joy silt loam, 1 to 4 percent slopes	43.4	Slight	All areas are prime farmland	15
244C	Lilah sandy loam, 6 to 12 percent slopes	3.5	Moderate	Not prime farmland	0
322C2	Timula silt loam, 6 to 12 percent slopes, moderately eroded	44.9	Severe	Farmland of statewide importance	0
468	Otter silt loam, channeled	16.2	Slight	Not prime farmland	95
477B	Littleton silt loam, 1 to 4 percent slopes	26.5	Moderate	All areas are prime farmland	10
516B	Dowagiac silt loam, 2 to 6 percent slopes	14.9	Moderate	All areas are prime farmland	0
1039	Urban land	140.9	Not Rated	Not prime farmland	0
1812B	Terril loam, sandy substratum, 1 to 6 percent slopes	9.5	Slight	All areas are prime farmland	5
N501B2	Downs silt loam, 2 to 6 percent slopes, moderately eroded	111.1	Moderate	All areas are prime farmland	0

7 Water Resources

AUAR Guidance: The information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development

expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through a "worst case scenario" or else prevent impacts through the provisions of the mitigation plan.

7.1 Surface Water and Groundwater Features:

Surface Water: Lakes, streams, wetlands, intermittent channels, and county/judicial ditches. All surface water features should be described and identified on a map of the project area. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within one mile of the project. Include DNR Public Waters Inventory number(s), if any.

Existing Hydrology

The existing hydrology of the intermittent streams and wetlands within the project area is characterized by concentrated areas of impervious surfaces in the middle of the campus, with pervious, vegetated areas around the perimeter. The site drains in five separate directions. There are connected ponds on the northwest edge near 41 St NW, an existing pond on the east side between the east parking lot and Marketplace Drive NW, and a basin at Woodside Park between the parking lot and Marketplace Drive. The field on the south side drains to a MnDOT pond in the southeast corner, while the southwest corner drains offsite to a ditch along 31st Ave NW.

There are two mapped MNDNR Public Watercourses near the project area. Both are unnamed. One is located 0.67 miles north of the northern boundary of the project area and the other is 0.68 miles south of the southern boundary of the project. Both flow east and outlet into the Zumbro River. These waterways are included as part of **Figure 7**.

A wetland delineation was completed for the project area in June 2024. This field delineation was conducted to verify areas of interest observed using the National Wetlands Inventory. Eight (8) wetland basins were identified, delineated, and classified. Results of the wetland delineation are depicted on **Figure 7**.

A review of the state list of impaired waters identified no known impairments located within 1-mile of the project.

The Minnesota Pollution Control Agency (MPCA) lists both Cascade Creek (AUID 07040004-581) and Zumbro River (AUID 07040004-535) as impaired waters, both are located more than one (1) mile outside the project area. The Zumbro River is listed as impaired on the 2024 list for fecal coliform, aquatic macroinvertebrate bioassessment, and turbidity. Cascade Creek is listed as impaired on the 2024 list for aquatic macroinvertebrate bioassessment and turbidity. The project area is not within a Federal Emergency Management Agency (FEMA) floodplain, but FEMA floodplain is associated with both the Zumbro River and Cascade Creek.

Proposed Hydrology

With the potential removal of wetlands in the northwest portion of the Project and the addition of impervious surfaces, the proposed condition results in a significant increase in impervious area throughout the site. The drainage maps show separate drainage areas and their outfalls. Ponds are being modeled to determine proposed BMP footprints, conforming to both rate control and permanent pool requirements. The HydroCAD model (SEH, 2024) indicates that rate control can be met through stormwater ponds with designed outlet control structures. These structures

include one outlet at the NWL of the pond, larger structures at higher elevations for heavier rainfall events, and intermediate outlets as necessary. All outlets are routed to a culvert outlet to ensure no uncontrolled water exits the pond. Larger ponds may need more than one outlet control structure, and a series of BMPs may need expansion or creation throughout the sub-watershed.

The proposed conceptual project includes five ponds with permanent pool footprints ranging from 0.2 to 1.7 acres. These footprints are estimated based on a 5-foot-deep permanent pool with a volume of 1,800 cubic feet per acre, accounting for side slopes. Actual footprints will be larger since additional volume is needed to detain and treat runoff. Water quality has been modeled with an 18-inch depth requirement. If BMPs shift to biofiltration or infiltration practices, this footprint will be necessary; however, if ponds remain the chosen BMP, deeper live storage volumes could reduce the required footprint. While pond locations have not yet been finalized, it is anticipated that regional ponds will be used, with the possibility of supplementing them with smaller BMPs throughout the site. A stormwater analysis memo is included as **Appendix E.**

Groundwater: aquifers, springs, and seeps. Include 1) depth to groundwater; 2) if project is within a MDH well protection area; and 3) identification of any onsite and/or nearby wells, including unique numbers and well logs, if available. If there are no wells known on site or nearby, explain the methodology used to determine this.

According to the Minnesota Department of Health (MDH) *Source Water Protection Web Map Viewer*, the project area is located within the Rochester NW Wellhead Protection Area and Rochester NW Drinking Water Supply Management Area (DWSMA) with a high vulnerability.

Various sealed or active monitoring wells are located throughout the project area. Static water level recorded on MDH well records ranged from 5 to 52 feet below ground surface (bgs) with two deep monitoring wells measuring groundwater at 62.8 and 89 feet bgs, respectively.

Ten active groundwater monitoring wells are located within the area bound by the RTC roadway ring with static groundwater measured between 18.2 and 59 feet bgs. One active domestic water supply well is located within the area bound by the RTC roadway ring and was completed to a depth of 24 feet bgs with static water level measured at 12 feet bgs. Based on the depth of the well and its name “MW-620W”, it is assumed the well is a monitoring well that was inaccurately classified. Two industrial water supply wells are located within the area bound by the RTC roadway ring and were completed to depths of 403 and 780 feet bgs, respectively.

One of the industrial wells includes Unique Well ID 220817, which used for air conditioning, has solid casing to 599 feet bgs and is screened in multiple aquifers from 599 to 780 feet bgs. This well is considered a “pre-code” well that was installed prior to when the MDH Well Code was established in 1974. Coordination with the MPCA has confirmed that Unique Well ID 220817 is not required to meet current code standards, including the condition that wells must be screened within a single aquifer. Rochester Public Utilities has requested that the applicant consider sealing the well in accordance with Minnesota Statutes § 103I.301, Subdivision 1(b), if it is no longer in use. This recommendation is noted; however, sealing is not required at this time and will not be pursued at this stage.

According to the Minnesota Well Index, two active monitoring wells are located in the property surrounding the existing camps that is proposed for redevelopment. One well has a depth of 50 feet bgs, is screened in the unconsolidated Quaternary deposits and has a reported groundwater

level of 48 feet bgs. The second well has a depth of 100 feet bgs, is screened in the Prairie du Chien bedrock and has a reported groundwater level of 93 feet bgs.

If wells need to be sealed as part of the redevelopment, they will be sealed in accordance with Olmsted County and Minnesota Department of Health rules by a licensed contractor and a Well Sealing Permit from Olmsted County will be obtained.

Please refer to the contamination section in Section 8 of the AUAR for a full discussion of PFAS impacts. IBM has completed groundwater sampling at the project area, concluding that VOC and 1,4-dioxane impacts are not present, while PFAS detections were likely due to cross-contamination from monitoring well materials. The MPCA concurred with these findings and is requiring additional assessment of PFAS. A March 1, 2024, IBM Memo concluded that no sources of PFAS exist at the project area, and IBM continues to carry out corrective actions under the 2014 CAA and Environmental Covenant.

7.2 Project Effects on Water Resources and Measures to Minimize or Mitigate the Effects

7.2.1 Wastewater

For each of the following, describe the sources, quantities, and composition of all sanitary, municipal/domestic, and industrial wastewaters projected or treated at the site.

AUAR Guidance: Observe the following points of guidance on an AUAR:

- *Only domestic wastewater should be considered in an AUAR—industrial wastewater would be coming from industrial uses that are excluded from review through an AUAR process.*
- *Wastewater flows should be estimated by land use subareas of the AUAR area; the basis of flow estimates should be explained.*
- *The major sewer system features should be shown on a map and the expected flows should be identified.*
- *If not explained under Item 6, the expected staging of the sewer system construction should be described.*
- *The relationship of the sewer system extension to the RGU's comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed. For non-metro area AUARs, the AUAR must discuss the capacity of the RGU's wastewater treatment system compared to the flows from the AUAR area; any necessary improvements should be described.*
- *If on-site systems will serve part of the AUAR, the guidance in the February 2000 edition of the EAW Guidelines on page 16 regarding item 18b under Residential development should be followed.*

1) Wastewater Subsurface Sewer Treatment Systems (If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.)

The entire project area is served by Rochester's municipal sanitary sewer collection system. Existing and proposed connections are included in **Appendix F**. The system uses gravity sewer lines to transport flow to the Water Reclamation Plant (WRP), which releases treated effluent into the South Fork of the Zumbro River. As of June 10, 2020, the Rochester WRP has a rated dry weather flow capacity of 15.86 million gallons per day (mgd) and an average wet weather flow capacity of 23.85 mgd, currently treating approximately 13 million gallons of wastewater per day on an annual average basis.

Final wastewater flows are dependent on the proposed water usage, which is discussed in further detail in section 7.2.3. IRG is working with the City of Rochester to ensure that the existing City sanitary sewer system has adequate capacity to meet the project's needs.

Even at full development, Discharge Points A and B remains within permitted discharge and municipal service capacity, with available capacities of approximately 225,000 GPD and 102,000 GPD, respectively. Discharge Points C and D will require further coordination with City of Rochester – Public Works Department to confirm available capacity prior to connection, but no discharge limitations are currently anticipated.

2) Wastewater Discharge to Surface Water (If the wastewater discharge is to a subsurface sewage treatment system (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.)

Not applicable. No subsurface sewage treatment systems (SSTS) are anticipated within the AUAR study area for either proposed development scenario.

3) If the wastewater discharge is to surface water, identify the wastewater treatment methods, discharge points, and proposed effluent limitations to mitigation impacts. Discuss any effects to surface or groundwater from wastewater discharges.

Not applicable. No wastewater discharge to surface waters is anticipated for either proposed development scenario.

7.2.2 Stormwater:

Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control, or stabilization measures to address soil limitations during and after project construction.

AUAR Guidance: For an AUAR the following additional guidance should be followed in addition to that in EAW Guidelines:

- *It is expected that an AUAR will have a detailed analysis of stormwater issues.*
- *A map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided.*
- *The description of the stormwater systems would identify on-site and "regional" detention ponding and also indicate whether the various ponds will be new water bodies or*

converted existing ponds or wetlands. Where on-site ponds will be used but have not yet been designed, the discussion should indicate the design standards that will be followed.

- *If present in or adjoining the AUAR area, the following types of water bodies must be given special analyses:*
- *Lakes: Within the Twin Cities metro area, a nutrient budget analysis must be prepared for any "priority lake" identified by the Metropolitan Council. Outside of the metro area, lakes needing a nutrient budget analysis must be determined by consultation with the MPCA and DNR staffs.*
- *Trout streams: If stormwater discharges will enter or affect a trout stream, an evaluation of the impacts on the chemical composition and temperature regime of the stream and the consequent impacts on the trout population (and other species of concern) must be included.*

The development site is 494.4 acres, and the existing impervious surface area within the project area is approximately 166.2 acres. The total amount of impervious surface under each development scenario will be documented in the AUAR. Discharges from the current study area drain in three different directions: to the north and east into two separate unnamed engineered waterways through the City before eventually outletting into the Zumbro river and to the southwest into an existing industrial park and a series of ponds and waterways before it eventually drains to Cascade Creek and Silver Lake before entering the Zumbro River, South Fork. In the existing condition, 25.7 acres drains to Cascade Creek and the remaining 468.7 acres to the Zumbro River. The proposed condition will result in minimal changes in the acreage to drain into these areas.

Both Cascade Creek (AUID 07040004-581) and Zumbro River (AUID 07040004-535) are impaired waters as described in item 7.1 above.

The City of Rochester requires that peak runoff rates remain the same for various rainfall events and mandates on-site stormwater retention for new impervious surfaces. The existing campus includes concentrated impervious areas served by stormwater ponds and wetlands that help manage drainage and groundwater levels that affect drainage and groundwater levels. The proposed design introduces new stormwater ponds to manage increased runoff, with modeling showing compliance with volume and rate requirements. A common plan of development approach will be used to manage stormwater collectively across all development parcels. **Appendix E** (Stormwater Analysis) addresses runoff rates, water quality, and volumes for the study area, and will include comparative analysis of existing and proposed conditions, identifying both temporary and permanent stormwater controls.

Increased impervious surface area is also anticipated to result in greater demand for winter maintenance activities, including the application of road salt. The City will continue to implement and promote chloride management practices consistent with Minnesota Pollution Control Agency (MPCA) Smart Salting guidance to minimize potential chloride loading to downstream surface and groundwater resources. These efforts may include participation in MPCA's Smart Salting training programs for municipal and private maintenance staff, aimed at reducing salt usage while maintaining public safety.

The National Pollution Discharge Elimination System (NPDES) permit requirements will be followed, and construction best management practices will be identified.

7.2.3 Water Appropriation:

Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.

AUAR Guidance: If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Water Appropriation

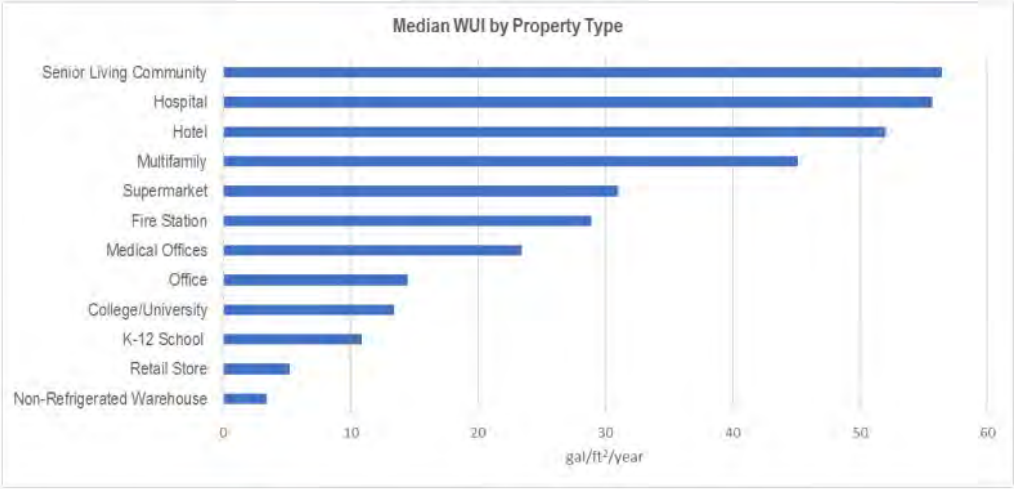
IRG is working with Rochester Public Utilities to evaluate water appropriation needs for the project site. This study will be included in the submittal of a General Development Plan application to the City of Rochester - Community Development Department. The water source, wells, and quantity are detailed in the water supply below. Per RPU, there does not appear to be any required expansion of municipal water infrastructure. This is further detailed under the Water Use and Demand Section below.

Water Supply

The entire project area is served by Rochester Public Utilities (RPU), which provides a reliable water supply to the project area through a Main Level Pressure System, that contains a total of 22 municipal wells, and the Northwest High Level Pressure System that contains a total of 3 municipal wells. These wells draw from four different aquifers—Shakopee, Jordan, Tunnel City, and, Wonewoc—ensuring a stable and sustainable water source for the region. The two pressure systems are interconnected with 2 booster stations and 1 PRV station. In addition, the two pressure systems have a total of 11 water storage facilities. RPU's infrastructure supports both existing and future development, accommodating the anticipated growth within the project area. This is discussed in further detail under the Water Use and Demand Section below.

The proposed development includes two potential scenarios of mixed-use land use, integrating residential, commercial, industrial, and recreational components. These scenarios are designed to promote a balanced and sustainable community, supporting economic growth while maintaining accessibility to essential services and amenities. The mix of uses is intended to enhance livability, encourage walkability, and provide opportunities for businesses, housing, and recreation to coexist within a thoughtfully planned environment.

Median Water Use Intensity by Property Type:



As previously referenced, the site lies within two water system pressure zones: the Northwest High Level and the Main Level. A detailed, site-specific engineering analysis will be necessary to accurately design and define the boundaries between these two zones to ensure that adequate static pressures are maintained for all properties within the project area.

During the City of Rochester general development plan (GDP) process IRG will collaborate with RPU to formalize land use and unit counts. RPU and the City will approve any plans. The project will comply with applicable regulations and not exceed capacity of the existing infrastructure.

The owner/ developer will need a contract with the City of Rochester for the installation of the public water main and hydrants to serve the proposed development Water mains connecting to and including any fire hydrant are considered public infrastructure and must be located within a 20-foot-wide utility easement if it falls outside the public right-of-way. The system design must be coordinated with Rochester Public Utilities (RPU) and the Rochester Fire Department (RFD) to confirm the layout and required hydrant placements. If transmission mains within the project area need to be oversized, RPU will cover the additional cost, except when larger pipes are needed specifically to meet fire flow or peak demand requirements.

Water Use and Demand

Detailed data supporting current and projected peak water demands are provided in **Appendix H** (Current Peak Water Demand) and **Appendix I** (Future Peak Water Demand).

Current peak water demand across the Rochester Technology Campus (RTC) is approximately 99,000 gallons per hour (GPH) including irrigation. Under the full buildout development scenario, total peak water demand is estimated to increase to approximately 185,000 GPH, equating to approximately 1.009 million gallons per day (MGD). These estimates are based on anticipated residential, commercial, industrial, and hospitality land uses within each drainage area of the campus. The two pressure systems combined have an excess capacity of approximately 1.5 MGD. Therefore, at full development, there should not be any negative impacts nor require any improvements to the existing municipal water infrastructure outside of the development itself.

iv. Surface Waters

1) Wetlands: Describe any anticipated physical effects or alterations to wetland features, such as draining, filling, permanent inundation, dredging, and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed and identify those probable locations.

The study area was examined on June 4th, 2024, for areas meeting the technical wetland criteria per the U.S. Army Corps of Engineers *Wetlands Delineation Manual* (USACE 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region* (USACE 2010). Minor revisions were made to the delineated wetlands following a Technical Evaluation Panel (TEP) visit on November 20th, 2024.

There are eight (8) wetlands that have been identified and delineated within the project area. The decision document for the Wetland Delineation is included in **Appendix G**.

The wetlands identified are provided in **Figure 7** and are outlined in **Table 7**, below.

Table 7 – Wetland and Aquatic Resources Characteristics

Wetland ID	Size (acres)[1]	Eggers & Reed Classification	Circular 39/ Cowardin Classification
1	1.232	Fresh (Wet) Meadow	Type 2 / PEMB
	2.8832	Shrub-carr	Type 6 / PSS1C
2	4.0722	Hardwood Swamp	Type 7 / PFO1B
3	0.3567	Hardwood Swamp – Wet Ditch	Type 7 / PFO1B
	0.4183	Shallow Marsh – Wet Ditch	Type 3 / PEM1C
4	0.0646	Shallow Marsh – Wet Ditch	Type 3 / PEM1C
5	1.2369	Hardwood Swamp	Type 7 / PFO1B
	0.0091	Shallow Marsh	Type 3 / PEM1C
6	0.2059	Fresh (Wet) Meadow	Type 2 / PEMB
7	3.9474	Shallow Open Water Community – Storm Pond	Type 5 / PUBH
8	1.3457	Fresh (Wet) Meadow	Type 2 / PEMB

[1] Size includes areas of wetland within the area of investigation only. Wetlands may extend beyond the limits of the area investigated and actual wetland size may be larger than that indicated.

The proposed development will avoid wetlands to the greatest extent practicable as required by the Minnesota Wetland Conservation Act (WCA) and Section 404 of the Clean Water Act, but some wetland impacts may be unavoidable. The project would be required to comply with all federal, state, and local wetland requirements including wetland mitigation requirements. Mitigation for unavoidable wetland impacts would likely be through the purchase of wetland credits from an established wetland bank.

For the proposed project, a permit will be required to address the permanent loss of wetlands. This project is expected to proceed under Nationwide Permits 29 and 39, as stipulated under

Section 404 of the Clean Water Act. Scenario 1 will result in an impact of 2.4 acres, while Scenario 2 will result in an impact of 5.9 acres. Both scenarios focus on the northern portion of the site, where the wetland impacts will occur. The permit application will detail the purpose and need for the project, summarize the sequencing process, and outline a wetland replacement plan to mitigate these impacts.

Wetland mitigation for the project will be achieved through the purchase of credits from an approved, privately owned wetland mitigation bank in Olmsted County. This approach ensures that wetland impacts are properly compensated in accordance with the requirements of the U.S. Army Corps of Engineers (USACE) and the Minnesota Wetland Conservation Act (WCA). By utilizing credits from the mitigation bank, the project will offset wetland losses while maintaining ecological functions and values. This method provides a dependable and effective way to meet regulatory obligations and support environmental sustainability in the region.

2) Other Surface Waters: Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal, and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

AUAR Guidance: Water surface use need only be addressed if the AUAR area would include or adjoin recreational water bodies.

There are no other surface waters within the project area, and alterations to surface waters outside the project area, such as the Zumbro River and Cascade Creek, are not anticipated with redevelopment.

8 Contamination/ Hazardous Materials/ Wastes

For a, generally only the estimated total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included. No response is necessary for b. For c, potential locations of storage tanks associated with commercial uses in the AUAR should be identified (e.g., gasoline tanks at service stations).

Pre-Project Site Conditions: Describe existing contamination or potential environmental hazards on or in close proximity to the project site, such as soil or groundwater contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.

Two Phase I Environmental Site Assessments (ESAs) have been prepared for the Site or portions of the Site:

- Partner Assessment Corporation, October 26, 2017, *Phase I Environmental Site Assessment of the IBM Property*, *3605 US Highway 52 North, Rochester, Minnesota 55901.*
- Hull & Associates Inc., March 2020, *Phase I Environmental Site Assessment of the Rochester Campus Buildings 107, 108 & 111*, *3605 US Highway 52 North, Rochester, Minnesota 55901.*

Based on review of the Phase I ESAs, the portion of the project area proposed for redevelopment (i.e., the portion of the Site located outside the of the ring road), historically was developed as farmland. Farmsteads were located on the southern portion of the project area since at least 1937 until the early 1970s.

The area of the project area within the ring road also was historically farmland until 1957 when construction of buildings associated with IBM's campus began. The campus includes 31 buildings that were used for computer-related manufacturing, offices, warehouse and distribution, and buildings support areas including a central utility plant and wastewater treatment plant.

The 2017 Phase I ESA was prepared for the entire project area in accordance with ASTM Standard E1527-13. The report did not find recognized environmental conditions (RECs) but identified a controlled recognized environmental condition (CREC) in connection with a Minnesota Pollution Control Agency (MPCA) investigation relating to 13 Resource Conservation and Recovery Act (RCRA) Solid Waste Management Units (SWMUs) located within the ring road. Investigations in the late 1980s identified a release from a degreasing area and a release of plating wastewater at Building 106 that impacted soil and groundwater with elevated concentrations of cadmium, chromium, nickel, and cyanide. Impacted soil was excavated; however, impacts remain beneath building slabs that were not accessible. Additionally, in 1996, a crack in an AST that was used to store treated nickel plating solution was discovered near Building 315. IBM estimated that approximately 500 gallons of the solution, primarily composed of boron, sodium, phosphate, and sulfate, was released. A third area of groundwater with nickel impacts was discovered near Building 201, which was later determined to be cross-contamination from stainless steel well materials. Ongoing groundwater monitoring and treatment is being conducted. In 2014, a Corrective Action Agreement (CAA) and Environmental Covenant was established between the MPCA and IBM requiring IBM to carry out corrective actions at the project area.

The 2017 Phase I ESA report also identified issues within the ring road. MPCA Leak incidents #LS0006030, #LS0006031, and #LS0015796, which were granted regulatory closure were identified as a Historical Recognized Environmental Condition (HREC). The 2017 report also identified PCB contamination in the sewer lines, bulk maintenance and use of petroleum products and chemical compounds, and potential for asbestos containing materials (ACMs) to be present within structures as environmental issues.

The 2020 Phase I ESA was prepared for three buildings on the IBM campus and was prepared in accordance with ASTM Standard E1527-13. The buildings reviewed were formerly offices, laboratories, maintenance equipment storage, and a manufacturing facility (Building 111). No RECs were identified in the report.

A March 1, 2024 *Annual Corrective Measures Implementation Evaluation*, prepared by GHD, provides a summary of previous and ongoing corrective measures being conducted on the portion of the project area within the ring road. Following discovery of the releases at Building

106, impacted soil has been excavated for offsite disposal, groundwater monitoring was initiated, and a groundwater extraction system was operated from the 1980s until 2016. Groundwater monitoring results at Building 106 have indicated that chromium concentrations have been below cleanup standards for three years, allowing IBM to request that the groundwater monitoring activities be discontinued per the CAA. In addition to the groundwater monitoring, IBM conducted a soil investigation below a wastewater treatment tank Building 106, which indicated that concentrations of volatile organic compounds (VOCs) did not exceed residential standards. Therefore, IBM requested that closure be approved for Building 106.

According to the March 2024 report, sampling of monitoring of groundwater wells associated with Building 315 was discontinued in 2023; however, the extraction well at Building 315 continues to operate and is monitored quarterly for boron, the contaminant of concern associated with the release. Boron concentrations in the extraction well have decreased but are slightly above the action level. IBM recommended that the extraction well at Building 315 continue to be operated, but asked the MPCA to reconsider the monitoring requirement given the concentration slightly exceeds the action level and the low risk posed by the contamination.

As requested by the MPCA, IBM also completed a groundwater sampling event to evaluate the presence of VOCs; 1,4-dioxane; and per- and polyfluoroalkyl substances (PFAS). Based on the results of the investigation IBM concluded VOC and 1,4-dioxane impacts were not present, and while PFAS were detected, their presence was likely attributed to cross contamination from monitoring well materials such as Teflon. The MPCA concurred with the conclusions regarding VOC and 1,4-dioxane impacts; however, the MPCA is requiring additional assessment of potential PFAS impacts.

In response, a March 1, 2024 IBM Memo titled *Former IBM Rochester Minnesota Facility Usage of Per-And Polyfluoroalkyl Substances* (PFAS) was prepared. The memo stated that IBM reviewed past operations, chemical usage, and spills for the project area and concluded that sources of PFAS in groundwater are not present at the project area. During the scoping AUAR, the DNR asked for additional information regarding the status of the PFAS investigation. We understand IBM is responsible for carrying out corrective actions at the project area under the 2014 CAA and Environmental Covenant. The PFAS investigation is ongoing, and updates will be provided as they become available.

Redevelopment is proposed for the area outside of the existing campus and will not impact the active remediation areas at Building 106 and Building 315. However, two active monitoring wells are located in the area proposed for redevelopment. If the proposed redevelopment has the potential to impact the wells (i.e., require that the wells be sealed, relocated, or modified), changes to the monitoring well network will only be made with approval by the MPCA and IBM.

Farmsteads were historically located on the southern portion of the project area where redevelopment is proposed. Orphaned/unregistered drinking water wells and USTs, buried debris from former structures, and farm dumps are commonly associated with farmsteads.

Project Related Generation/Storage of Solid Wastes: Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.

Construction activities for the project will generate typical solid waste materials, including wood, concrete, metal, and plastics. These materials will be recycled or disposed of at approved facilities in accordance with applicable regulations. Once operational, the development will result in increased solid waste generation from commercial, industrial, and other non-residential uses, requiring expanded waste management and sanitation services.

Solid waste disposal and management during both construction and operation will comply with all relevant laws, rules, and ordinances, including Chapter 3500 of the Olmsted County Ordinances & Codes (Solid Waste Management Ordinance) and the 2022-2032 Olmsted County Solid Waste Management Plan. The Ordinance prohibits yard waste and recyclable materials from entering the Mixed Municipal Solid Waste (MMSW) stream and mandates volume/weight-based pricing to encourage recycling and waste reduction. A designated collection area for recyclable materials will be provided on-site, with materials transported to an appropriate recycling facility. Recycling efforts will follow the requirements outlined in the 2016 Recycling Law (Minnesota Statutes Chapter 115A), including Sections 115A.151 and 115A.552, to promote sustainability and responsible waste management.

Project Related Use/Storage of Hazardous Materials: Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location, and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spills or releases of hazardous materials. Identify measures to avoid, minimize, or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.

Construction activities for the project will involve the use and storage of various chemicals and hazardous materials, including petroleum products such as gasoline, diesel, and lubricants, as well as adhesives, resins, solvents, polymer bonding agents, and surface sealers. Temporary fueling tanks for construction equipment will likely be placed at multiple locations throughout the site. While the exact number, location, and size of these tanks are not yet determined, all temporary storage and fueling operations will comply with applicable state and local regulations. In the event of an accidental spill or release of petroleum or hazardous materials, the incident will be promptly contained, reported to the Minnesota Duty Officer as required, and properly cleaned up, with all waste materials managed in accordance with regulatory requirements.

Project Related Generation/Storage of Hazardous Wastes: Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of hazardous wastes including source reduction and recycling.

Regulated wastes (e.g., contaminated media), if encountered during future construction, will be managed in accordance with local, state, and federal regulations, including any contingency plans and/or response action plans developed under the development scenarios. No buildings will be demolished as part of this project.

9 Fish, Wildlife, Plants, Communities, and Sensitive Ecological Resources (Rare Features)

The description of wildlife and fish resources should be related to the habitat types depicted on the cover types maps (of item 10). Any differences in impacts between development scenarios should be highlighted in the discussion.

For an AUAR, prior consultation with the DNR Division of Ecological Resources for information about reports of rare plant and animal species in the vicinity is required. Include the reference numbers called for on the EAW form in the AUAR and include the DNR's response letter. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

Describe fish and wildlife resources as well as habitats and vegetation on or in near the site.

The project is located within the Rochester Plateau subsection of the Paleozoic Plateau Section of the Eastern Broadleaf Forest Province. Pre-settlement vegetation of the subsection included tallgrass prairie and bur oak savannah that was converted into farmland. Oak openings and barrens were historically abundant, but most remaining areas are small and spread out. Within the project area, farmland, grassland, open/maintained green space, wetlands, and wooded areas and buffers surround existing industrial development. Existing land use surrounding the project includes residential, commercial, and industrial development, and farmland.

A few larger wooded areas are present within the project site that could support urban wildlife, including species such as white-tailed deer, squirrels, raccoons, etc., and bird species. Multiple wetland complexes and stormwater ponds are present within the site, with a variety of open and wooded wetland types. Several unnamed intermittent streams are mapped within the project area, typically associated with wetlands. The nearest public watercourses are an unnamed tributary to the Zumbro River and an unnamed tributary to Cascade Creek, approximately 0.75-miles to the north and south, respectively.

Describe rare features such as state-listed (endangered, threatened or special concern) species, native plant communities, Minnesota Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number and/or correspondence number from which the data were obtained and attach the Natural Heritage Review letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe the results.

Minnesota Department of Natural Resources Consultation & State-Listed Species

A request for a Natural Heritage Review was submitted through the Minnesota Conservation Explorer (MCE) on April 5, 2024, Correspondence # MCE 2024-00350. A final Natural Heritage Review letter was received on June 7, 2024, and is included in Appendix D. The Minnesota DNR noted that while the NHIS tracks some bat roosting and hibernation sites, the data is not comprehensive, and all bat species, including the federally endangered northern long-eared bat, are found throughout the state. Bats roost in trees from April to November, and tree removal during this period—especially from June 1 to August 15, when young bats are unable to fly—can destroy important habitat. To minimize impacts, the DNR recommends avoiding tree removal during this timeframe.

State-Listed Species

State-listed species within a 1-mile buffer of the proposed project were identified using license LA 2022 033. Edible valerian (*Valeriana edulis* var. *ciliata* – State Threatened) is within the buffer. The species typically occurs in moist, sunny calcareous habitat, including calcareous fens, wet meadows, and moist prairies, often along railroad right-of-ways. Within the Paleozoic Plateau, it occurs within drier sites with thin, rocky soil, and on cliff ledges associated with dry bluff prairie.

Federally-Listed Species

According to a planning-level query of the U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Consultation System (IPaC) requested April 5, 2024, the project area is within the distributional range of federally-listed species. These include the endangered northern long-eared bat *(Myotis septentrionalis*), the proposed endangered tricolored bat (*Perimyotis subflavus*), an experimental population of whooping crane (*Grus americana*), the endangered rusty patched bumble bee (*Bombus affinis*), candidate species monarch butterfly (*Danaus plexippus*), and threatened prairie bush-clover (*Lespedesa leptostachya*) as summarized in **Table 8** below.

Table 8 – Federally-Listed Species

Species	Status	Habitat
Northern Long-eared Bat (*Myotis septentrionalis*),	Endangered	Roosts trees in forests during active season from April through October. Hibernate in caves and mines October through April.
Tricolored Bat (*Perimyotis subflavus*).	Proposed Endangered	Roosts trees in forests during active season from April through October. Hibernate in caves and mines October through April.
Whooping Crane (*Grus americana*)	Experimental Population	The whooping crane breeds, migrates, winters, and forages in a variety of wetland habitats.
Rusty Patched Bumble Bee (*Bombus affinis*)	Endangered	Nest in abandoned rodents nests or mammal burrows in upland grasslands and shrublands during the summer and fall. Overwinter in upland forest and woodlands.
Monarch Butterfly (*Danaus plexippus*)	Candidate	Grassland/prairie habitat where milkweeds (*Asclepias* spp.) and other forbs are present.
Prairie Bush-clover (*Lespedesa leptostachya*)	Threatened	Well drained dry-mesic tall-grass prairies in Minnesota

There are no known occurrences of northern long-eared bat or tricolored bat roosts or hibernacula within or adjacent to the Project, and the nearest known occurrences are greater than 15 miles away.

IPaC did not identify any mapped critical habitat within or adjacent to the Project. The project is located within the USFWS mapped High Potential Zone for the Rusty Patched Bumble Bee (RPBB). The High Potential Zone is delineated using a model to suggest areas with the highest

potential for RPBB to be present based on typical bumble bee foraging distances, estimated dispersal distances, and ability of bumble bees to move through various land cover types.[5]

Native Plant Communities & Minnesota Biological Survey Sites of Biodiversity Significance
There are no Minnesota Department of Natural Resources (MnDNR) Native Plant Communities (NPCs) mapped within the project area, and the nearest Minnesota Biological Survey Site of Biodiversity Significance is Quarry Hill Park, located approximately three (3) miles to the east.

Calcareous Fens
The nearest known calcareous fen is Haverhill 19, located over three (3) miles east of the Project.

MnDNR Old Growth Stands
Old-growth forests are natural forests that have developed over a long period of time, generally at least 120 years, without experiencing severe, stand-replacing disturbances such as fires, windstorms, or logging. The nearest old-growth forest is located over 12 miles southeast of the Project.

Minnesota Prairie Conservation Plan
The Minnesota Prairie Conservation Plan, a 25-year strategy for accelerating prairie conservation in the state, identifies Core Areas, Corridors, and Corridor Complexes as areas to focus conservation efforts. No Core Areas, Corridors, or Corridor Complexes were identified in the vicinity of Project.

Lakes of Biological Significance
Lakes of Biological Significance are high quality lakes as determined by the aquatic plant, fish, bird, or amphibian communities present within the lake. There are no Lakes of Biological Significance located within a 25 mile radius of the Project.

Discuss how the identified fish, wildlife, plant communities, rare features and ecosystems may be affected by the project including how current Minnesota climate trends and anticipated climate change in the general location of the project may influence the effects. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separatelydiscuss effects to known threatened and endangered species.

Vegetation
Much of the proposed project area has been developed or impacted by development. The most expansive existing cover type is impervious, comprising approximately 166 acres or 1/3 of the area. Wooded areas are the second largest cover type, spanning approximately 141 acres. The wooded areas are not contiguous and dissected by roads or other development. The largest wooded area is approximately 17.2 acres in size. Unmanaged grassland comprises approximately 61 acres of the site.

The proposed development would convert approximately 139 acres of woodland and 60 acres of grassland for the creation of additional impervious, open green space, and stormwater ponds. Temporary construction-related impacts would also be anticipated to occur, and temporary staging areas could impact native vegetation depending on location and duration. Soil disturbances during construction may provide conditions suitable for infestations nonnative and/or invasive plant species.

[5] USFWS. High Potential Zone Model for Rusty Patch Bumble Bee. https://www.fws.gov/media/high-potential-zone-model-rusty-patched-bumble-bee)

Fish and Wildlife

The wooded habitat present within the project area is generally dissected by roadways and other development. The project is immediately surrounded by development and the woodlands may provide refuges for urban wildlife. The project would result in conversion and ultimately the loss of wooded habitat and could degrade the wildlife habitat is left through soil disturbance and sedimentation, vegetation clearing, noise and light pollution from motorists, and the introduction of invasive plant species. No direct impacts to fish are anticipated due to the lack of suitable habitat within the project area. The project would increase impervious surface in the project area thereby increasing runoff which could impact aquatic species if not properly treated.

Rare Features/Habitats

Invasive plant species could be spread along roadways, expanding their populations and seedbank across the landscape, thereby increasing the likelihood of infestation elsewhere.

State- and Federally-Listed Species

State-Listed Species

According to the MNDNR, conversion and destruction of native fen and prairie habitats and plant encroachment has been the largest threat to edible valerian in Minnesota. Draining of wetland habitat, conversion to agriculture, and invasion of non-native and/or woody plant species has resulted in decline of the species to small, fragmented populations within fen and prairie remnants along roadside and railroad rights-of-way. An immediate threat is encroachment by woody plants or taller more aggressive plants that can either shade or crowd out the species that requires open sunny conditions. Wildfire suppression has likely affected the species, resulting in less open prairie habitat.

Fen and intact native prairie—and therefore habitat for listed plant species—are unlikely to be present in the project area based on a preliminary review of aerial imagery. As such, no adverse impacts to state-listed species are anticipated.

Federally-Listed Species

The MNDNR indicates prairie bush clover only occurs in native tallgrass prairie of the Midwestern states. Loss of tallgrass prairie habitat has been detrimental to the species and resulted in its decline. Primary threats have included conversion to agriculture, overgrazing, herbicide use, urban expansion, aggregate extraction, and right-of-way maintenance. Additional threats include encroachment by non-native and woody plant species, restricting sun exposure. Intact native prairie is unlikely to be present within the project area, therefore no adverse impacts to federal-listed plant species are anticipated.

The project as proposed would result in tree clearing and has the potential to adversely impact bat species. The USFWS indicates removal of trees during bat active season (April 1 to October 31) and pup season (June 1 to July 31) should be avoided.

Land disturbance and management activities have the potential to adversely impact the RPBB and suitable habitat, with the major threats including urban development and agriculture. Such activities include, but are not limited to, loss of natural habitat, tree or vegetation clearing, pathogens from non-native bee populations, use of pesticides (herbicides, insecticides, fungicides, etc.), haying, and livestock grazing. The project may result in loss of natural habitat used by RPBB, and the species may be adversely affected by construction activities.

Climate Trends:

Over the upcoming decades, Minnesota's climate is expected to undergo changes, marked by a consistent rise in both average temperatures and precipitation per decade. Given the current scarcity of wildlife habitat in the project area, it is predicted that the effects of climate change on any potentially existing species at the site in the future will likely be minimal or non-existent within the scope of the proposed project. The broader regional climate changes outlined in Section 7, such as altered precipitation patterns and higher temperatures, are anticipated to impact wildlife on a larger scale across their ranges, manifesting with varying degrees of severity.

Identify measures that will be taken to avoid, minimize, or mitigate the adverse effects to fish,wildlife, plant communities, ecosystems, and sensitive ecological resources.

Vegetation

Ground disturbance associated with construction would be minimized to the greatest extent practicable, including limiting the size of construction staging areas and access routes. Construction staging will be located within previously disturbed areas to avoid impacts to native vegetation. After construction, re-grading and re-establishment of appropriate vegetation will be completed. Areas not proposed for turf vegetation will be seeded with BWSR-approved, weed-free native seed mixes, which require less irrigation and soil inputs than traditional landscaping. These native plantings, including pollinator habitat features, will provide valuable habitat for the federally endangered rusty patched bumble bee.

Fish and Wildlife

Tree clearing would occur between November 15th to March 31st to mitigate potential impacts to bat species. See section 7.2 for details regarding the proposed permanent stormwater treatment solutions to mitigate potential impacts from runoff from impervious surface.

Federally-Listed Species

Tree clearing would be restricted to between November 15th and March 31st to not coincide with the active season of the northern long-eared bat and the tricolored bat.

Possible methods to mitigate negative impact to RPBB include mowing prior to construction activities, native plantings with state-approved native seed mixes for disturbed areas following construction, establishing pollinator habitat/gardens and pesticide free zones within the development, and limiting invasive species spread during construction. Construction impacts are anticipated to be temporary, and following completion establishing native vegetation with mixes of forbs to re-establish foraging and breeding habitat may provide long-term habitat. Additional consultation with the US Fish and Wildlife Service is expected to evaluate potential effects to the RPBB.

10 Historic Properties

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include 1) historic designations; 2) known artifact areas; and 3) architectural features. Attach letter received from the Minnesota State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

AUAR Guidance: Contact with the State Historic Preservation Office and State Archaeologist is required to determine whether there are areas of potential impacts to these resources. If any

exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified.

The City of Rochester is coordinating efforts with the MN State Historic Preservation Office (SHPO) for potential needs. SHPO has not provided any comments on either Scenario to the City of Rochester. No building demolitions are planned as part of the proposed project.

11 Visual

Scenic views or vistas may include spectacular viewing points along lakes, rivers or bluffs; virgin timber tracts; prairie remnants; geological features; waterfalls; specimen trees; or plots of wildflowers. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

AUAR Guidance: Any impacts on scenic views and vistas present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity. If any non-routine visual impacts would occur from the anticipated development this should be discussed here along with appropriate mitigation.

There are no scenic views or vistas within or near the project area. Site lighting under each scenario will be consistent with City of Rochester ordinances. A lighting plan will be developed and submitted to the City of Rochester during the site planning review and approval stage.

Under Scenario 2, which includes a sports complex, lighting will be directed downward to focus on the fields, reducing impacts on adjacent properties. Lighting under Scenario 2 will only be used during field activities and will be turned off when the fields are not in use, ensuring that it is not on continuously. Additionally, outdoor lighting will be used seasonally, with no usage during winter months when fields are not active. Under Scenario 1, the area in the center of the property will be developed with multifamily housing and open space and no additional lighting is anticipated. In both scenarios, outdoor lighting on all buildings will be provided to enhance safety and security for residents and visitors, designed to be energy-efficient, shielded, and directed to minimize impacts on neighboring properties.

12 Air

Stationary Source Emissions: *Describe the type, sources, quantities, and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health, or applicable regulatory criteria. Include a discussion of any methods used to assess the project's effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.*
AUAR Guidance: This item is not applicable to an AUAR. Any stationary air emissions source large enough to merit environmental review requires individual review.

Not applicable.

Vehicle Emissions: *Describe the effect of the project's traffic generation on air emissions. Discuss the project's vehicle-related emissions effect on air quality. Identify measures (e.g., traffic*

operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.

AUAR Guidance: Although the MPCA no longer issues Indirect Source Permits, traffic-related air quality may still be an issue if the analysis in the traffic section indicates that development would cause or worsen traffic congestion. The general guidance from the EAW form should still be followed. Questions about the details of air quality analysis should be directed to MPCA staff.

Motor vehicles emit airborne pollutants (such as mobile source air toxics [MSATs]), thereby affecting air quality. The Environmental Protection Agency (EPA) regulates air pollutants including ozone, particulate matter, carbon monoxide, nitrogen dioxide, lead, and sulfur dioxide. Potential impacts resulting from these pollutants are assessed by comparing estimated concentrations to National Ambient Air Quality Standards (NAAQS). Advances in vehicle technology and fuel regulations will result in reduced vehicle emissions.

The Minnesota Department of Transportation (MnDOT) has developed a screening method designed to identify intersections that will not cause a carbon monoxide (CO) impact above state standards. Based on the project's geographic location in Olmsted County, no quantitative modeling is required to assess CO impact according to MnDOT's Air Quality Process. Quantitative modeling would only be required by MnDOT for MSAT analysis if the future traffic volumes within the project area exceed 140,000-150,000 Annual Average Daily Traffic (AADT) and the project is adding capacity. None of the intersections in the study area exceed the criteria that would lead to a violation of the air quality standards.

Dust and Odors: *Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under Item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and orders.*

AUAR Guidance: Dust and odors need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control ordinances in effect.

During construction, dust will primarily come from earthwork activities such as grading, excavation, vehicle movement on unpaved surfaces, and material handling, consisting mostly of fine soil and construction particulates. Dust generation will be temporary and vary with weather and construction phases, with the highest levels during site clearing and grading. Odors are expected to be minimal, mainly from equipment exhaust and occasional paving or curing activities, with no significant odors anticipated during project operation. Nearby sensitive receptors, including residences and parks, could experience short-term, localized effects on air quality and quality of life. To minimize these impacts, best management practices will be implemented, such as watering exposed soils and stockpiles, limiting vehicle speeds, stabilizing materials, controlling erosion, maintaining equipment to reduce emissions, and scheduling activities to limit emissions. These measures aim to effectively reduce dust and odors and protect the surrounding community throughout construction.

13 Greenhouse Gas (GHG) Emissions/ Carbon Footprint

GHG Quantification: For all proposed projects, provide quantification and discussion of project GHG emissions. Include additional rows in the tables as necessary to provide project-specific emission sources. Describe the methods used to quantify emissions. If calculation methods are not readily available to quantify GHG emissions for a source, describe the process used to come to that conclusion and any GHG emission sources not included in the total calculation.

The AUAR will outline the potential greenhouse gas emissions that will result from the construction and operation of the proposed development. Greenhouse gases will be quantified for Scope 1 and Scope 2 emissions, including electricity, natural gas, waste management, land conversion, and mobile sources.

Greenhouse gas (GHG) emissions related to the project were calculated using emission factors from the U.S. Environmental Protection Agency (EPA)[6] and consumption data from the U.S. Energy Information Administration (EIA)[7]. The projected GHG emissions are projected for an annual basis using the CO_2 equivalent (CO_{2e}), and include the proposer's best estimate for average emissions related to the project. The estimate includes emissions for the construction and the operational phases of the project. Emissions were estimated using the EPA's Simplified GHG Emissions Calculator (SGEC; April 2024 Version)[8]. The full SGEC workbook is attached as **Appendix C**.

For the purposes of this assessment, GHG emissions for the two (2) project options were evaluated.

- Option 1: 2,200 apartment units, 424 townhomes, 854,000 square feet of commercial building areas, 650,000 square feet of industrial building area, and 1,540,600 square feet of recreational and common areas.
- Option 2: 1,700 apartment units, 220 townhomes, 854,000 square feet of commercial building areas, 650,000 square feet of industrial building area, and 2,417,800 square feet of recreational and common areas, including an Athletic Park (250,000 square feet of indoor facility, the remaining are outdoor fields).

Emission categories for the two (2) project options are summarized in the Tables, below.

Option 1 – Emission Categories for GHG Assessment

Emission Category	Scope	Project Phase	Emission Type	Estimated CO_{2e} (metric tons)
Direct	Scope 1	Construction	Mobile Sources	6,724
Direct	Scope 1	Construction	Land-Use Conversion	351
Direct	Scope 1	Operations	Mobile Sources	8,027
Direct	Scope 1	Operations	Stationary Combustion	4,521
Indirect	Scope 2	Operations	Electricity	14,278
Indirect	Scope 3	Operations	Waste Management	6,251

[6] ghg-emission-factors-hub-2024.pdf (epa.gov)
[7] Consumption & Efficiency - U.S. Energy Information Administration (EIA)
[8] Simplified GHG Emissions Calculator | US EPA

	Total	40,152

Option 2 – Emission Categories for GHG Assessment

Emission Category	Scope	Project Phase	Emission Type	Estimated CO_{2e} (metric tons)
Direct	Scope 1	Construction	Mobile Sources	6,724
Direct	Scope 1	Construction	Land-Use Conversion	333
Direct	Scope 1	Operations	Mobile Sources	6,048
Direct	Scope 1	Operations	Stationary Combustion	4,502
Indirect	Scope 2	Operations	Electricity	14,025
Indirect	Scope 3	Operations	Waste Management	4,796
			Total	36,428

Construction Emissions

Construction emissions are associated with fuel combustion from mobile and stationary construction equipment. Construction of the project is anticipated to be phased over 5-10 years. For this assessment, 365 days of construction and 10 hours per day were assumed. While the number of construction days will likely be less due to weather or site conditions, 365 days was used to consider the maximum emissions generated by construction of the project. Construction emissions for Option 1 and 2 are expected to be the same. For the assessment, emissions for the following equipment were estimated:

Equipment	On-road or Off-road	Vehicles per Day
Passenger Car – Commuting Workers	On-road	20
Dump trucks	On-road	20
Semi-trucks	On-road	20
Small Engine: Loaders, Dozers, Graders, etc.	Off-road	15
Large Engine: Cranes, Excavators, etc.	Off-road	5

Annual emissions related to construction mobile sources are estimated to be 6,724 metric tons per year.

Land Conversion

There is an annual GHG emission attributable to land conversion due to the loss of GHG sink capacity of the existing grasses and trees, grassland, cropland, wetland, and forest. Acres of pre-project land use type are compared with post-project land use type, to determine to acres loss of carbon sequestration. There are not readily available carbon sequestration rates for land use types, so a best-case scenario for sequestration is used of 2.6 metric tons of carbon dioxide per acre per year, was utilized. This sequestration rate is based on forested community types; actual sequestration rates for grassland, cropland, and lawn/landscaping are likely much lower. **The total loss of carbon sequestration resulting from the project is estimated to be 351 metric tons per year for Option 1 and 333 metric tons per year for Option 2**.

Option 1 – Loss of Carbon Sequestration due to Land Conversion

Land Use	Pre-project Acres	Post-project Acres	Acres lost with carbon sequestration potential
Grasses & Trees	16	0	15.7
Grassland	61	0	60.5
Lawn	59	178	-119.3
Row Crop Agriculture	17	0	17.1
Wetland	35	13	21.7
Wooded	141	2	139.4
Impervious	166	301	0
Total	**494**	**494**	**135**

Option 2 – Loss of Carbon Sequestration due to Land Conversion

Land Use	Pre-project Acres	Post-project Acres	Acres lost with carbon sequestration potential
Grasses & Trees	16		15.7
Grassland	61		60.5
Lawn	59	188	-129.3
Row Crop Agriculture	17		17.1
Wetland	35	10	25.2
Wooded	141	3	138.9
Impervious	166	294	0
Total	**494**	**494**	**128.2**

Operational Emissions

Emissions related to operations of the project, following construction include mobile sources, stationary combustion, electricity, and waste management.

Option 1

Mobile Sources

For mobile sources, one vehicle per residential unit was assumed (2,624 vehicles). Although there may be more than one vehicle per household, it is also assumed that all units may not be occupied at all times, and some residents of multifamily units (i.e., apartments) may not drive a vehicle. Additionally, 200 vehicles were included to represent the employees of the commercial and industrial facilities, and seven (7) delivery trucks were included. All vehicles were estimated to drive 20 miles per day for 365 days. **Annual emissions related to mobile sources are estimated to be 8,027 metric tons per year**.

It should be noted that the project is not expected to increase mobile emissions overall. It is very likely that residents and employees living and working at the proposed project location would also be generating mobile emissions if the project were not constructed.

Stationary Combustion – Natural Gas

Emissions related to the combustion of natural gas are based on emission factors listed in Table 1 of the EPA's Emission Factors Hub and consumption data from the EIA. Consumption for residential units is based on housing unit type; consumption for commercial units is based on

building size and principal building activity**. Annual emissions related to natural gas are estimated to be 4,521 metric tons per year**.

Electricity

Emissions related to electricity use are related to the generation of electricity, typically offsite. Electricity estimates were calculated using emission factors listed in Table 6 of the EPA's Emission Factors Hub for the Midwest Reliability Organization West (MROW) region. Electricity generation in the MROW region is comprised of ~38% fossil fuels (coal), ~8% natural gas, ~8% nuclear, ~40% wind, and lesser amounts of other sources. Electricity consumption was estimated using consumption data from the EIA. Consumption for residential units is based on housing unit type; consumption for commercial units is based on building size and principal building activity**. Annual emissions related to electricity are estimated to be 14,278 metric tons per year**.

Waste Management

Emissions related to waste management include those generated from waste generation. Transport of waste to landfills, landfill operations, and landfill methane emissions. The EPA estimated the total generation of municipal solid waste (MSW) in the United States in 2018 was 4.9 pounds per person, per day, of which ~24% is recycled and ~9% is composted**. Annual emissions related to waste management are estimated to be 6,251 metric tons per year.**

Option 2

Mobile Sources

For mobile sources, one vehicle per residential unit was assumed (1,920 vehicles). Although there may be more than one vehicle per household, it is also assumed that all units may not be occupied at all times, and some residents of multifamily units (i.e., apartments) may not drive a vehicle. Additionally, 200 vehicles were included to represent the employees of the commercial and industrial facilities, and seven (7) delivery trucks were included. All vehicles were estimated to drive 20 miles per day for 365 days. **Annual emissions related to mobile sources are estimated to be 6,048 metric tons per year**.

It should be noted that the project is not expected to increase mobile emissions overall. It is very likely that residents and employees living and working at the proposed project location would also be generating mobile emissions if the project were not constructed.

Stationary Combustion – Natural Gas

Emissions related to the combustion of natural gas are based on emission factors listed in Table 1 of the EPA's Emission Factors Hub and consumption data from the EIA. Consumption for residential units is based on housing unit type; consumption for commercial units is based on building size and principal building activity**. Annual emissions related to natural gas are estimated to be 4,502 metric tons per year**.

Electricity

Emissions related to electricity use are related to the generation of electricity, typically offsite. Electricity estimates were calculated using emission factors listed in Table 6 of the EPA's Emission Factors Hub for the Midwest Reliability Organization West (MROW) region. Electricity generation in the MROW region is comprised of ~38% fossil fuels (coal), ~8% natural gas, ~8% nuclear, ~40% wind, and lesser amounts of other sources. Electricity consumption was estimated using consumption data from the EIA. Consumption for residential units is based on housing unit type; consumption for commercial units is based on building size and principal

building activity**. Annual emissions related to electricity are estimated to be 14,025 metric tons per year**.

Waste Management

Emissions related to waste management include those generated from waste generation. Transport of waste to landfills, landfill operations, and landfill methane emissions. The EPA estimated the total generation of municipal solid waste (MSW) in the United States in 2018 was 4.9 pounds per person, per day, of which ~24% is recycled and ~9% is composted**. Annual emissions related to waste management are estimated to be 4,796 metric tons per year.**

a. GHG Assessment

i. Describe any mitigation considered to reduce the project's GHG emissions.

The AUAR will identify mitigation methods that will be implemented to reduce the project's greenhouse gas emissions.

Construction-related emissions will be exempt as *de minimis* and they will meet the conformity requirements under Section 176 (c) of the Clean Air Act, and 40 CFR 93.153. The project sponsor will encourage the selected contractor to reduce GHG emissions from construction, which may include minimizing idling equipment or encouraging carpooling to the site by equipment operators.

There are several design features that are planned to reduce overall energy consumption and emissions. It is assumed that materials listed below will be used throughout the development. Every building may not have every item, but all would be covered throughout the entire development. These include:

- Use of energy efficient building materials, to reduce heating and cooling needs.
- Installation of programmable thermostats for buildings.
- Use of energy efficient appliances and electronics.
- Use of efficient LED lighting.
- Installation of roofing materials that reflect solar energy.
- Low or no VOC paints, adhesives, and solvents.
- Reduce and recycle construction wastes.
- Preservation of natural space

ii. Describe and quantify reductions from selected mitigation, if proposed to reduce theproject's GHG emissions. Explain why the selected mitigation was preferred.

The AUAR will describe the reductions in greenhouse gas emissions from the proposed mitigation methods.

The use of the design features listed above will help to mitigate the Project's GHG emissions. It is difficult to quantify the exact reduction in GHG emissions related to the project due to the variability in brands, models, and cost of materials that will be available when the project is constructed. Some general information on GHG reductions is provided below:

- If everyone in the US used an ENERGY STAR

programmable thermostat, 13 billion pounds of greenhouse gas emissions each year would be offset[9].

- An LED light bulb that has earned the ENERGY STAR label uses up to 90% less energy than an incandescent light bulb, while providing the same illumination[4].

iii. Quantify the proposed projects predicted net lifetime GHG emissions (total tons/#of years) and how those predicted emissions may affect achievement of the Minnesota Next Generation Energy Act goals and/or other more stringent state or local GHG reduction goals.

The AUAR will identify the expected lifespan of the project and quantify the greenhouse gas emissions that are anticipated to be emitted over the lifespan of the project. The anticipated emissions will be discussed in context of the state of Minnesota's 2020 emission and the Next Generation Act goals.

The projects' first year total GHG emission are 40,152 metric tons and a36,428 metric tons for the first year, including construction emissions This accounts for 0.029% and 0.026% of the state of Minnesota's 2020 emission and the Next Generation Act (NGA) goals, respectively.

Description	Option 1 - CO_2e (tons)	Option 2 - CO_2e (tons)
Project First Year Total Emissions	40,152	36,428
2020 MN Emission & Next Generation (NGA) Goal[10]	140,000,000	140,000,000
Project's First Year % of NGA Goal	0.029%	0.026%

14 Noise

AUAR Guidance: Construction noise need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any construction noise ordinances in effect.

- *If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur, and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis.*

Per the AUAR guidelines, construction noise does not need to be addressed unless there are unusual circumstances that warrant it. No unusual circumstances are anticipated that would warrant a detailed noise analysis. The AUAR will identify mitigation measures that will reduce potential for noise impacts during construction.

We do not anticipate the project will result in a significant increase in traffic noise levels, given the current traffic volumes and design features. Common noise mitigation measures for traffic noise in non-highway settings near residential areas include vegetative buffers, earthen berms, sound

[9] Homepage | ENERGY STAR
[10] Greenhouse gas emissions in Minnesota 2005-2020 (state.mn.us)

walls or fences, strategic building orientation, and the use of quieter pavement materials. These measures can help reduce potential noise impacts and preserve quality of life for nearby residents.

15 Transportation

For AUAR reviews a detailed traffic analysis will be needed, conforming to the MnDOT guidance as listed on the EAW form. The results of the traffic analysis must be used in the response to item 22 and in the noise aspect of item 24.

Please note that the associated traffic study is still under review. A traffic study was conducted to assess existing roadway conditions, estimate trip generation and distribution, analyze traffic impacts, and recommend roadway improvements to maintain acceptable traffic operations throughout the full build-out of the development.

Trip Generation

The estimated number of trips generated by the proposed development was calculated for both the AM and PM peak hours, as well as the total daily trips. As shown in Table 5 on page 24, the fully built-out site is expected to generate approximately 41,144 daily trips. To account for internal trip reductions based on the methodology from NCHRP Report 684, adjustments of 8.7% for the AM peak hour and 18.7% for the PM peak hour were applied. After these reductions, the projected number of vehicle trips entering and exiting the site is 1,783 during the AM peak hour and 2,617 during the PM peak hour. These trips were then distributed among the study intersections for further analysis.

Capacity Analysis

A horizon-year analysis was conducted for the **2045 Mitigated Build** scenario, which assumes full development and the connection of 37th Street to Valleyhigh Drive. This scenario includes several intersection improvements identified as necessary to maintain traffic operations within acceptable service standards. The following **Table E1** provides a summary of the 2045 Mitigated Build scenario.

Table 9 – 2045 Mitigated Build Traffic Operations

Intersection	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Approach (sec/LOS)	Intersection (sec/LOS)	95th Queue (ft)	Approach (sec/LOS)	Intersection (sec/LOS)	95th Queue (ft)
W Circle Dr at 41st St	EB	39.5 / D	23.0 / C	235	46.2 / D	32.7 / C	289
	WB	34.6 / C		137	38.6 / D		286
	NB	6.7 / A		91	17.4 / B		292
	SB	17.5 / B		205	39.0 / D		264
41st St at NW MF Access	EB	2.9 / A	2.2 / A	0	3.3 / A	2.5 / A	20
	WB	0.5 / A		20	1.5 / A		39
	NB	4.7 / A		48	7.4 / A		43
	SB						
41st St at 31st Ave/IBM	EB	7.2 / A	8.0 / A	94	13.5 / B	14.2 / B	183
	WB	6.6 / A		83	14.8 / B		165
	NB	9.7 / A		59	14.7 / B		117
	SB	11.3 / B		76	14.3 / B		124
41st St at W. Frontage Rd/ Marketplace Dr	EB	10.6 / B	12.9 / B	98	26.7 / C	30.2 / C	267
	WB	8.6 / A		95	15.8 / B		175
	NB	15.6 / B		99	24.3 / C		**247**
	SB	23.9 / C		94	**57.1 / E**		**388**
41st St at SB US 52 Ramp	EB	7.8 / A	11.4 / B	103	21.7 / C	25.0 / C	367
	WB	9.2 / A		143	25.8 / C		338
	NB						
	SB	18.2 / B		179	35.2 / D		283
41st St at NB US 52 Ramp/E. Frontage Rd	EB	3.6 / A	7.6 / A	60	14.4 / B	16.9 / B	211
	WB	7.0 / A		106	19.6 / B		307
	NB	14.5 / B		85	17.0 / B		109
	SB						
41st St at E. Frontage Rd/ Maplewood Sq Access	EB	6.1 / A	6.2 / A	93	6.8 / A	15.1 / B	161
	WB	3.3 / A		107	12.5 / B		253
	NB	17.6 / B		53	43.2 / D		173
	SB	8.1 / A		54	19.8 / B		118
Marketplace Dr at SE Target Access	EB	4.1 / A	0.7 / A	30	21.2 / C	3.3 / A	81
	WB						
	NB	0.8 / A		33	2.2 / A		89
	SB	0.3 / A		0	1.1 / A		20
Marketplace Dr at Slip Ramp from 37th St	EB	2.9 / A	1.6 / A	22	5.6 / A	4.9 / A	30
	WB	3.6 / A		50	12.2 / B		176
	NB	0.6 / A		0	1.6 / A		0
	SB	0.3 / A		0	0.6 / A		0

Intersection	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Approach (sec/LOS)	Intersection (sec/LOS)	95th Queue (ft)	Approach (sec/LOS)	Intersection (sec/LOS)	95th Queue (ft)
W. Circle Dr at Valleyhigh Rd	EB	32.4 / C	32.2 / C	277	31.9 / C	35.8 / D	213
	WB	31.3 / C		168	40.7 / D		247
	NB	38.8 / D		250	36.7 / D		325
	SB	24.0 / C		157	34.2 / C		308
Valleyhigh Dr at 37th St (Roundabout)	EB	5.6 / A	5.9 / A	41	5.9 / A	7.8 / A	57
	WB						
	NB	5.4 / A		33	8.1 / A		71
	SB	7.1 / A		0	10.9 / B		61
37th St at IBM West	EB	8.5 / A	6.4 / A	106	7.0 / A	7.4 / A	91
	WB	3.4 / A		86	6.2 / A		145
	NB	4.6 / A		32	6.1 / A		50
	SB	12.5 / B		131	12.1 / B		96
37th St at IBM East	EB	11.6 / B	8.4 / A	130	**57.1 / E**	37.1 / D	486
	WB	8.6 / A		238	34.8 / C		318
	NB	4.2 / A		48	24.1 / C		559
	SB						
37th St at SB US 52 Ramp	EB	1.8 / A	7.3 / A	50	7.6 / A	16.7 / B	124
	WB	7.1 / A		205	21.4 / C		563
	NB						
	SB	26.9 / C		140	36.2 / D		162
37th St at NB US 52 Ramp	EB	16.3 / B	28.8 / C	130	18.8 / B	40.2 / D	**236**
	WB	28.3 / C		394	39.2 / D		**484**
	NB	33.9 / C		503	52.6 / D		580
	SB						
37th St at 21st Ave/E Frontage Rd	EB	4.1 / A	8.5 / A	82	16.5 / B	28.6 / C	278
	WB	7.5 / A		206	31.8 / C		486
	NB	49.0 / D		104	**56.7 / E**		315
	SB	24.8 / C		63	39.5 / D		165
Watson Ave NW at IBM	EB	4.5 / A	2.9 / A	35	4.8 / A	4.5 / A	48
	WB	2.8 / A		69	5.3 / A		70
	NB	3.0 / A		53	2.8 / A		52
	SB						
IBM at Internal Roadway (Roundabout)	EB	5.2 / A	7.0 / A	21	12.8 / B	10.4 / B	99
	WB	5.2 / A		20	10.7 / B		67
	NB	6.1 / A		21	8.0 / A		20
	SB	8.5 / A		79	8.3 / A		66
Marketplace Dr at E IBM Access	EB	2.4 / A	1.7 / A	43	6.1 / A	3.4 / A	65
	WB						
	NB	1.7 / A		38	3.5 / A		73
	SB	0.6 / A		20	1.2 / A		20
	EB		1.3 / A			1.4 / A	

Intersection	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Approach (sec/LOS)	Intersection (sec/LOS)	95th Queue (ft)	Approach (sec/LOS)	Intersection (sec/LOS)	95th Queue (ft)
Watson Ave NW at Internal Roadway	WB	6.6 / A		58	6.7 / A		58
	NB	0.5 / A		0	0.5 / A		0
	SB	0.2 / A		20	0.3 / A		20
Internal Roadway at Internal Roadway	EB	0.5 / A	2.9 / A	20	0.7 / A	1.7 / A	26
	WB	0.4 / A		20	0.3 / A		0
	NB	1.8 / A		41	3.0 / A		49
	SB	5.0 / A		59	4.7 / A		50
Valleyhigh Dr at Watson Ave NW	EB		2.1 / A			4.0 / A	
	WB	8.3 / A		64	13.4 / B		140
	NB	1.0 / A		20	0.7 / A		20
	SB	1.6 / A		55	1.7 / A		51
Marketplace Dr at SE MF Access	EB	4.2 / A	1.8 / A	68	5.5 / A	2.3 / A	57
	WB						
	NB	0.7 / A		35	1.7 / A		62
	SB	1.4 / A		0	2.5 / A		0
19th St at W Frontage Rd	EB	11.9 / B	20.8 / C	220	33.4 / C	33.3 / C	575
	WB	12.7 / B		**299**	20.4 / C		**377**
	NB	19.7 / B		69	**60.6 / E**		305
	SB	**57.1 / E**		357	51.8 / D		411
19th St at US 52 Interchange	EB	30.0 / C	35.0 / D	258	37.7 / D	54.1 / D	**331**
	WB	31.0 / C		270	44.5 / D		270
	NB	38.9 / D		360	**75.7 / E**		683
	SB	41.4 / D		387	36.0 / D		221

Capacity & Level of Service (LOS)

The 2045 Mitigated Build scenario generally meets traffic service standards, except at:

- Marketplace Dr at SE Target Access: High V/C ratio (0.93), but no development-related traffic impact.
- Valleyhigh Dr at Watson Ave NW: High V/C ratio (1.16); mitigation options include a traffic signal or roundabout.
- Key Intersections with LOS D:
  - W. Circle Dr at Valleyhigh Rd (PM peak) – Needs additional lanes.
  - 37th St at NB US 52 Ramp (PM peak) – Requires interchange reconstruction.
  - 19th St at US 52 Interchange (SPUI) (AM & PM) – Needs redesign.

While these intersections don't meet LOS C, conservative assumptions in traffic projections suggest actual performance may be better.

Access & Circulation

- 37th St will have fewer access points and a median.
- New access points at Marketplace Dr (two) and 41st St (one).
- No impact on existing residential streets or traffic flow progression.

Vehicle Storage & Queueing
Some intersections exceed storage capacity under 2045 conditions, but minor signal timing adjustments could reduce delays.

Planned Roadway & Intersection Improvements

- 37th St extended to Valleyhigh Dr, including a roundabout at Valleyhigh Dr/37th St.
- New traffic signals at IBM East and West intersections.
- Additional turn lanes and storage expansions at multiple intersections to improve efficiency.

Conclusion
With planned mitigations, the traffic network performs acceptably overall, though some LOS and storage deficiencies remain due to interchange constraints. More realistic trip distribution and pass-by traffic considerations would likely further improve intersection performance.

16 Cumulative Potential Effects

AUAR Guidance: Because the AUAR process by its nature is intended to deal with cumulative potential effects from all future developments within the AUAR area, it is presumed that the responses to all items on the EAW form automatically encompass the impacts from all anticipated developments within the AUAR area.

The AUAR process is designed to address the cumulative potential impacts of all future development scenarios within the defined AUAR boundary. Therefore, the responses provided in this AUAR fully account for anticipated cumulative effects associated with the proposed redevelopment, including climate resilience considerations such as stormwater management, air quality, traffic, and changes to existing building footprints. At this time, there are no other foreseeable projects within the AUAR area that would contribute additional cumulative impacts beyond those already evaluated through this process.

17 Other Potential Environmental Effects

If the project may cause any additional environmental effects not addressed by Items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

No other potential environmental effects are anticipated.

18 List of Preparers

Rebecca Beduhn, Sr. Scientist

Ericka Massa, Scientist

Erin Budrow, Scientist

Jennifer Force, Sr. Scientist

Ali Creeger, Scientist

Robert Hawkins, Scientist

Erin Heaster, Scientist

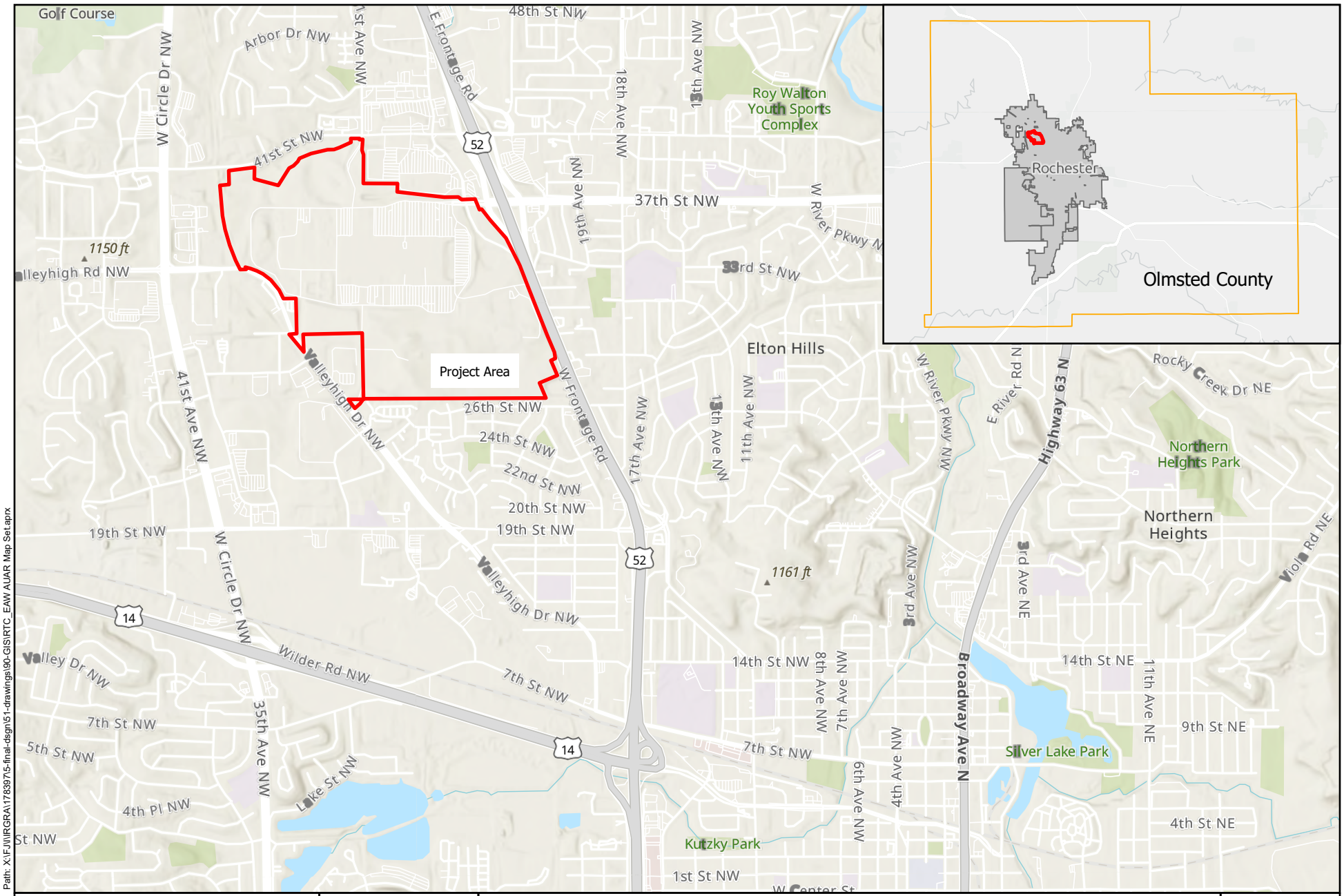
Kari Franklin, Project Engineer

Alexander Berlick, Planner

Natalie White, Sr. Scientist

Figures

Figure 1 – Location
Figure 2 – USGS Topographic Map
Figure 3 – Existing Land Cover
Figure 4 – Olmsted County Soil Survey
Figure 5 – 2-ft LiDAR Topography
Figure 6 – Surface Geology
Figure 7 – Wetlands
Figure 8 – Wells and Wellhead Protection Map



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SEH

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Project: IRGRA 178397
Print Date: 6/24/2024

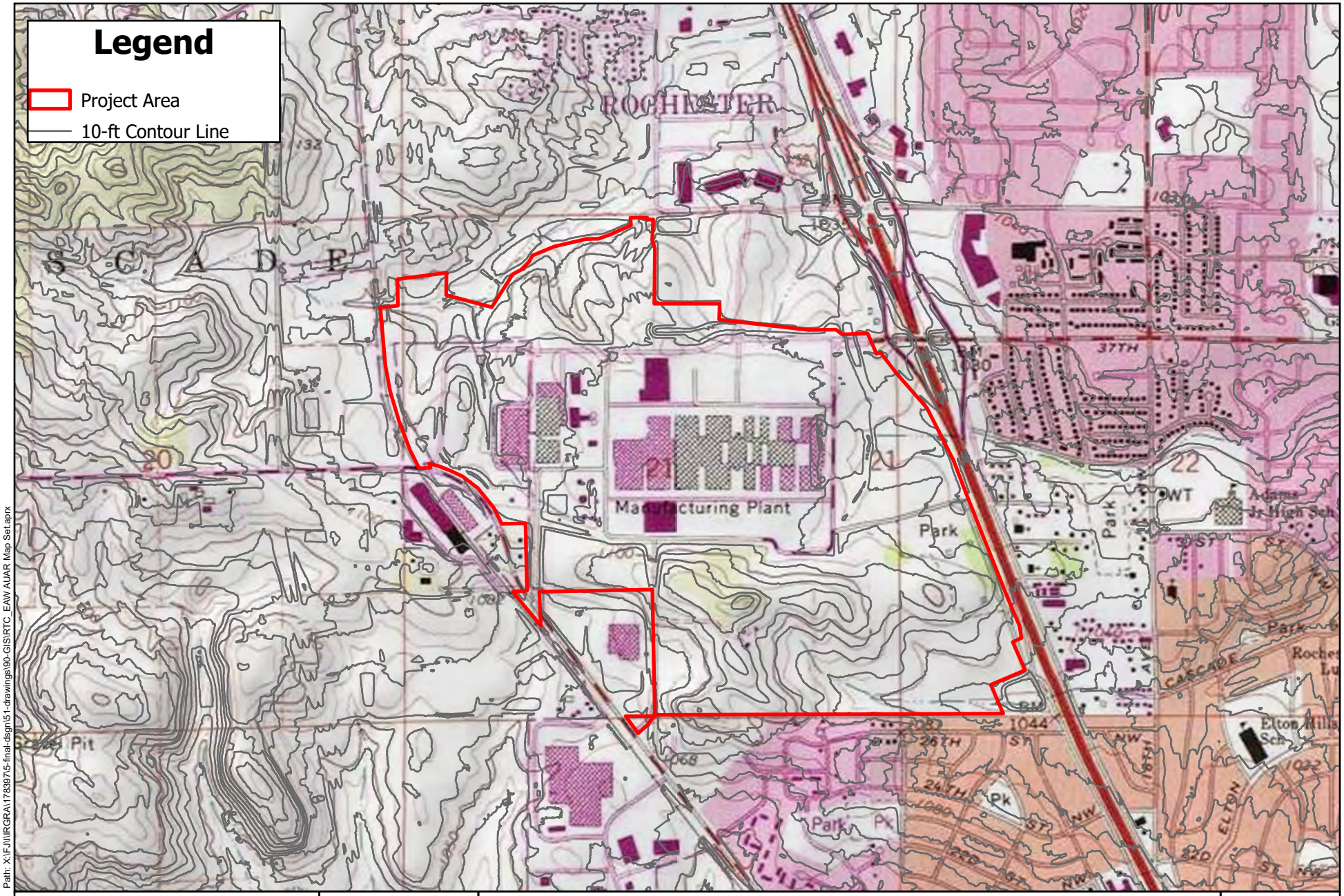
Map by: rbeduhn
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

Project Location Map

ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent tha the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



SEH

0 375 750 Feet

Project: IRGRA 178397
Print Date: 6/24/2024

Map by: rbeduhn
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

USGS Topographic Map

ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 2

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SEH

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Project: IRGRA 178397
Print Date: 6/24/2024

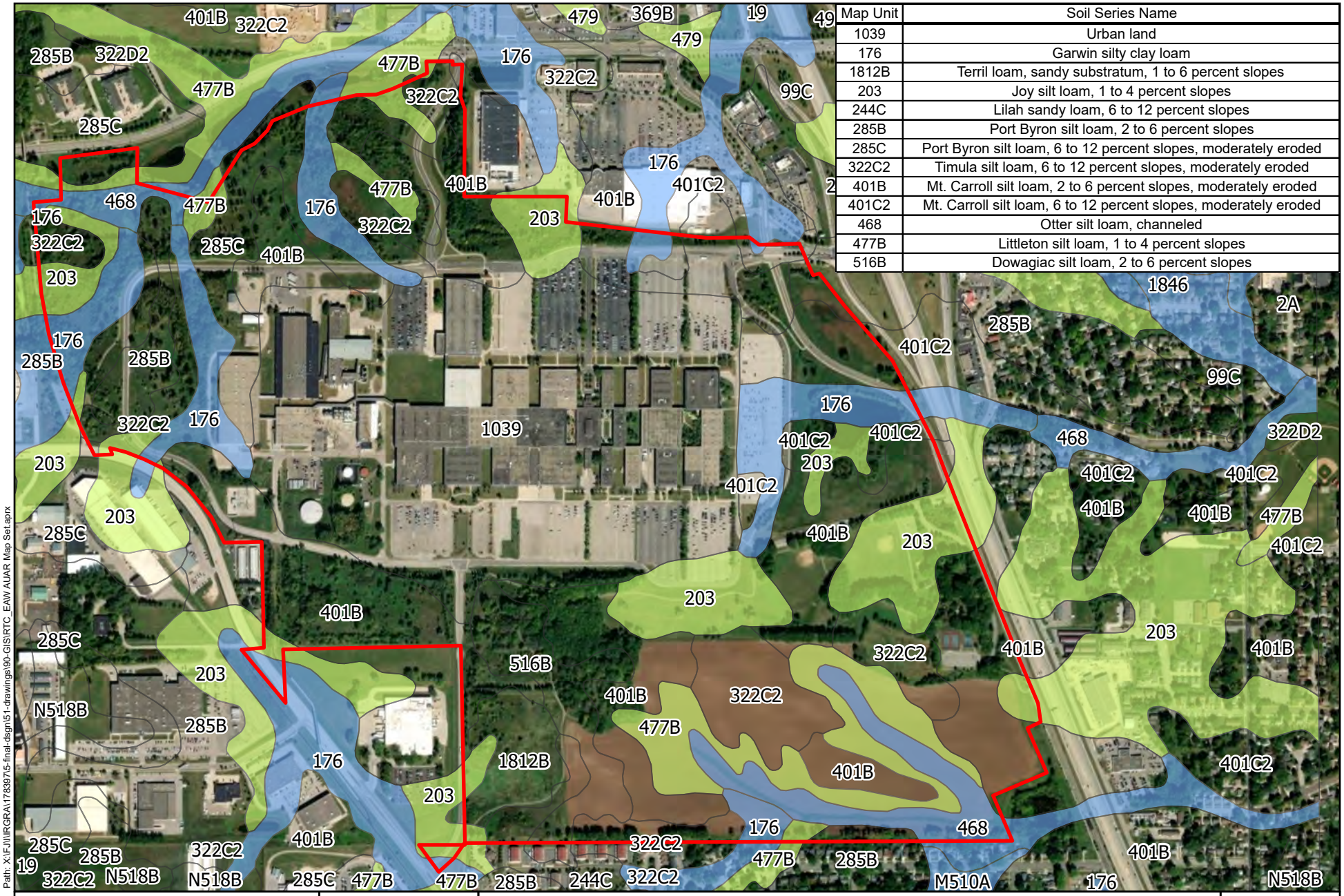
Map by: rbeduhn
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

MNDNR MLCCS Land Cover

ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 3

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Map Unit	Soil Series Name
1039	Urban land
176	Garwin silty clay loam
1812B	Terril loam, sandy substratum, 1 to 6 percent slopes
203	Joy silt loam, 1 to 4 percent slopes
244C	Lilah sandy loam, 6 to 12 percent slopes
285B	Port Byron silt loam, 2 to 6 percent slopes
285C	Port Byron silt loam, 6 to 12 percent slopes, moderately eroded
322C2	Timula silt loam, 6 to 12 percent slopes, moderately eroded
401B	Mt. Carroll silt loam, 2 to 6 percent slopes, moderately eroded
401C2	Mt. Carroll silt loam, 6 to 12 percent slopes, moderately eroded
468	Otter silt loam, channeled
477B	Littleton silt loam, 1 to 4 percent slopes
516B	Dowagiac silt loam, 2 to 6 percent slopes

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SEH

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Project: IRGRA 178397
Print Date: 6/24/2024

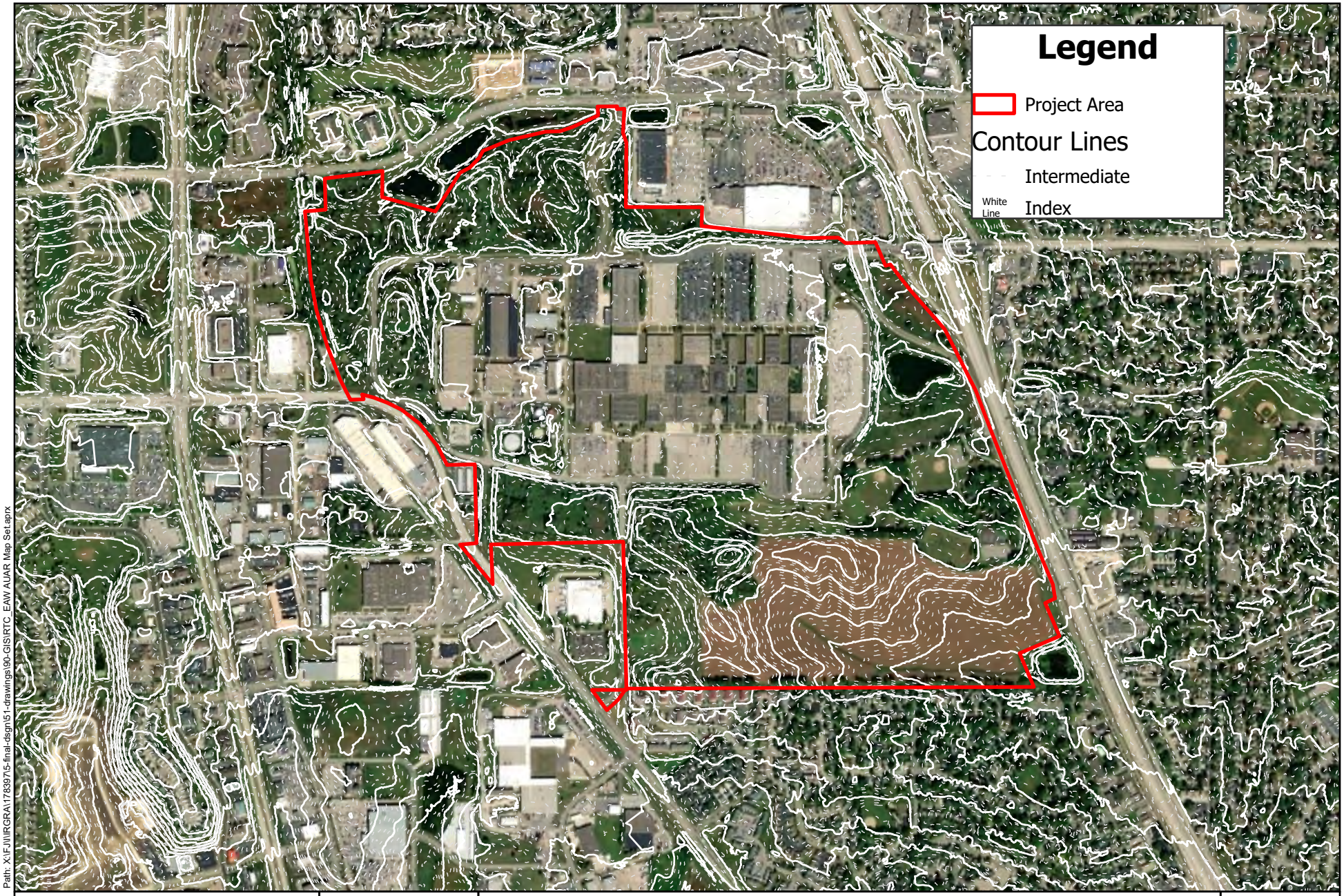
Map by: rbeduhn
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

Olmsted County Soil Survey

ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 4

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0 375 750 Feet

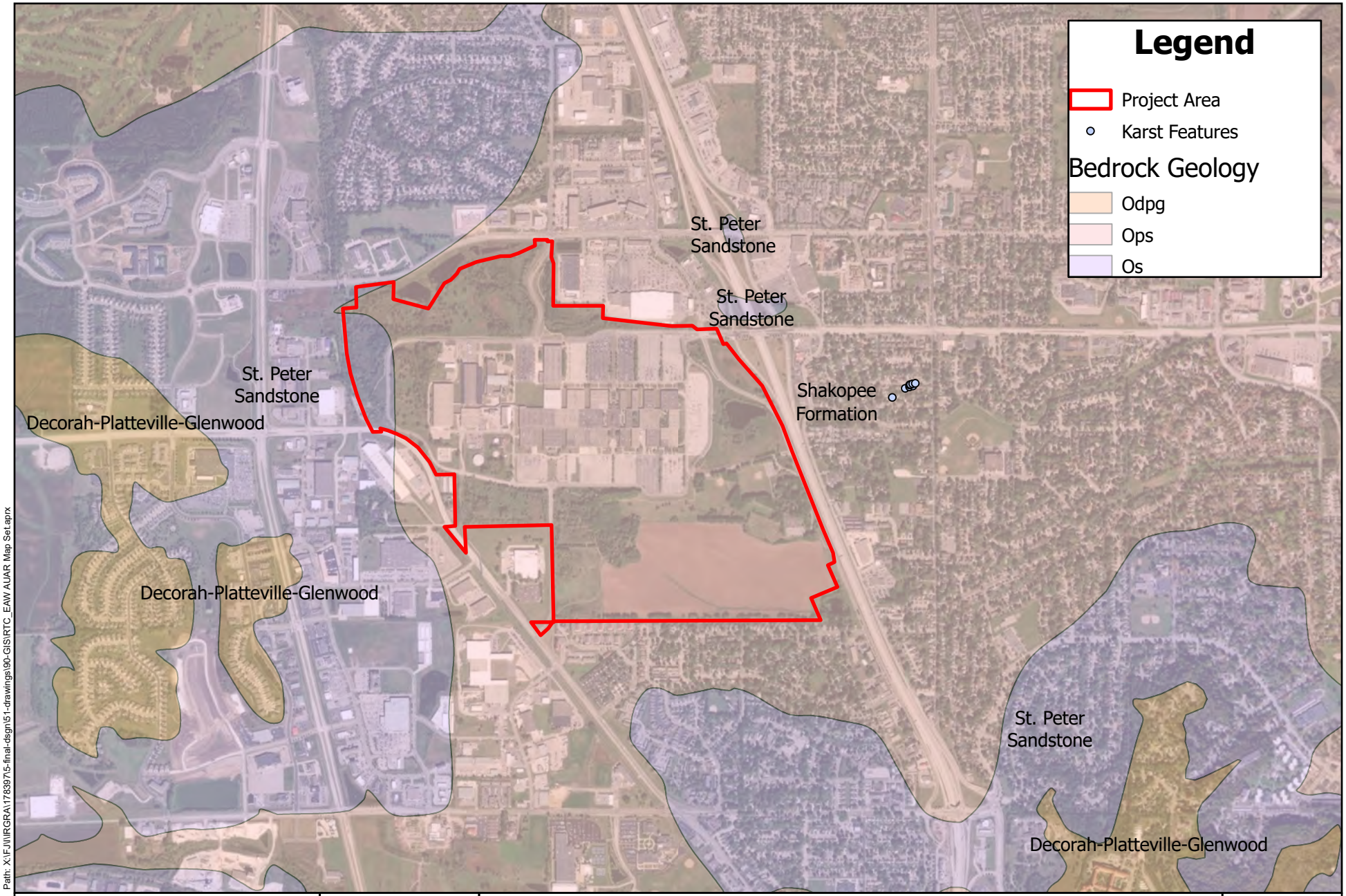
Project: IRGRA 178397
Print Date: 6/25/2024

Map by: rbeduhn
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

2-ft LiDAR Topography
ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 5

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SEH

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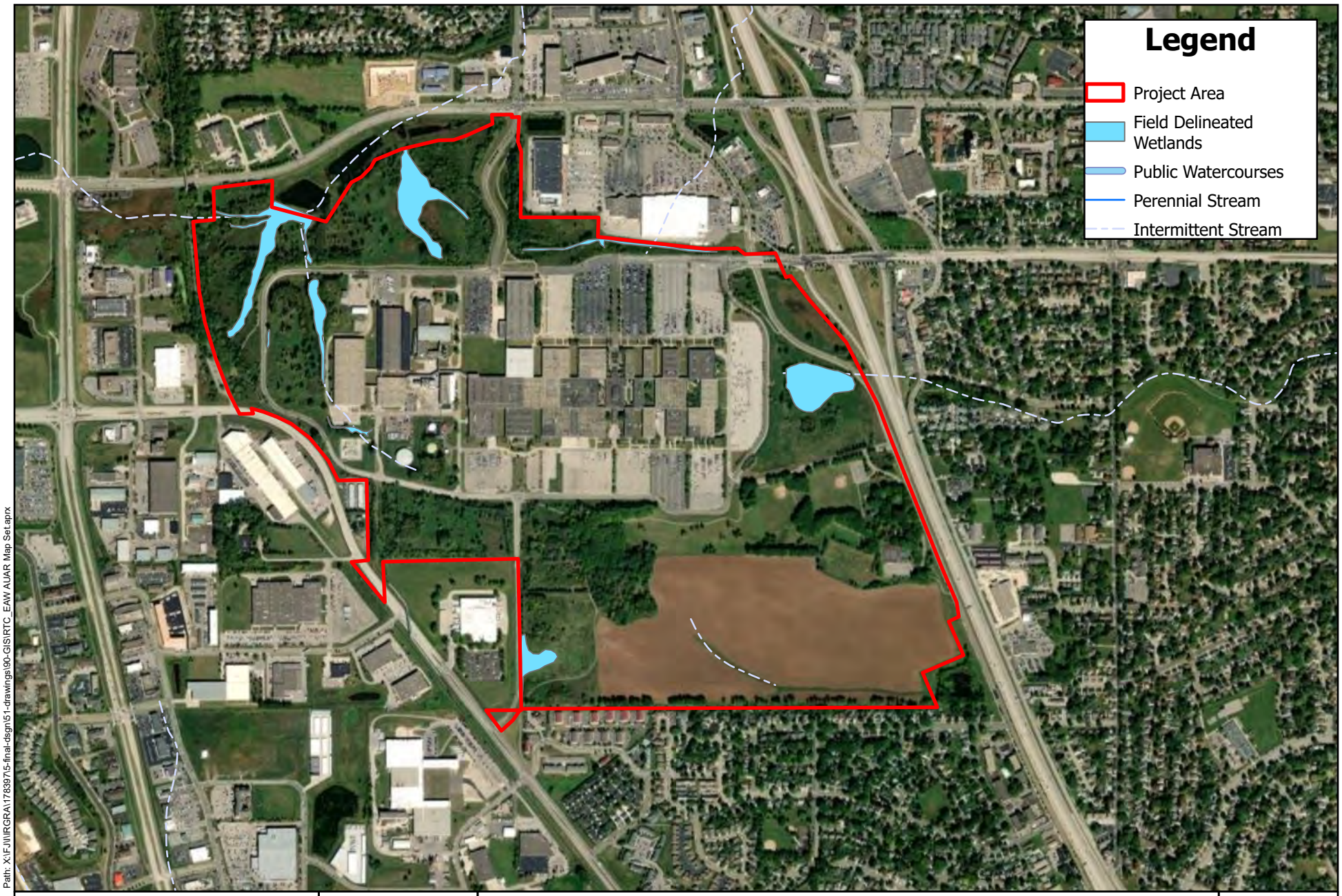
Project: IRGRA 178397
Print Date: 6/25/2024

Map by: rbeduhn
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

Olmsted County Geological Survey
ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 6

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SEH

0 375 750 Feet

Project: IRGRA 178397
Print Date: 6/25/2024

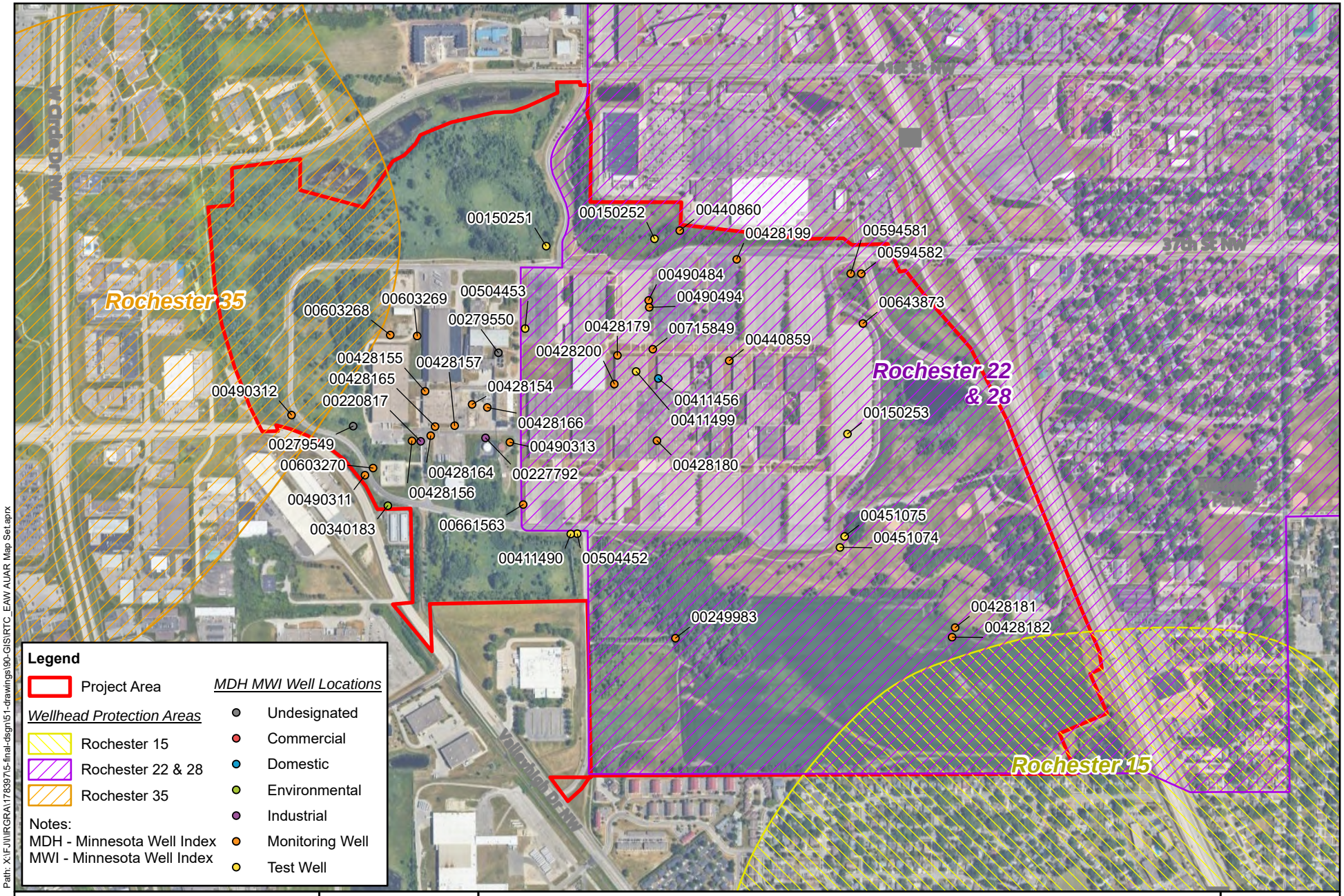
Map by: rbeduhn
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

Wetland Delineation and Surface Waters

ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 7

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Project: IRGRA 178397
Print Date: 7/24/2024

Map by: rhawkins
Projection: UTM NAD 83 Zone 15N
Source: SEH, City of Rochester, MNDNR, USGS, NRCS USFWS

Wells and Wellhead Protection Map

ROCHESTER TECHNOLOGY CAMPUS
ROCHESTER, OLMSTED CO, MN

Figure 8

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Appendix A

Zoning Map

PROJECT SITE SUMMARY

PROPERTY DATA

PROPERTY AREA	21,311,959	SF
PROPERTY ACREAGE	489	AC

ZONING DATA

PROPOSED ZONING DISTRICT	AREA (SF)	AREA (AC)	MAX BLDG HEIGHT	FAR	BUILDING SETBACKS				
					FRONT	INTERIOR SIDE	STREET SIDE	SUM OF SIDES	REAR
LOW DENSITY SMALL LOT (R-2)	1,938,883	44.51	35'	-	15'	0'	11'	10'	10'
MEDIUM DENSITY RESIDENTIAL (R-3)	1,515,743	34.80	48'	1.5	20'	6'	12'	16'	25'
MIXED USE CENTER (MX-C)	11,979,147	275.00	48'	0.7	15'	0'	0'	0'	7'
LIGHT INDUSTRIAL (LI)	2,417,849	55.51	40'	0.5	25'	0'	12'	0'	10'
SPECIAL INDUSTRIAL (SI)	3,431,444	78.78	50'	1.0	25'	0'	12'	0'	0'

ZONE: LOW DENSITY SMALL LOT (R2)
ZONE: MEDIUM DENSITY RESIDENTIAL (R3)
ZONE: MIXED USE CENTER (MX-C)
ZONE: LIGHT INDUSTRIAL (LI)
ZONE: SPECIAL INDUSTRIAL (SI)

MAYO SUPPORT CENTER
41ST STREET NW
41 STREET NW
ELLIOTT POND
ACCESS NORTH SITE
HOME DEPOT
TARGET
ZONE: MX-C
37 STREET NW
ACCESS WEST SITE
ACCESS MAIN ENTRANCE
ACCESS EAST SITE
HIGHWAY 52
ZONE: SI
ZONE: LI
ZONE: MX-C
PROPOSED VALLEYHIGH DRIVE CONNECTION LOCATION TO NEW 37TH STREET
ROCHESTER WEST CAMPUS LLC 2900 37TH ST NW
ROCHESTER EAST CAMPUS LLC 2800 37TH ST NW
JOHN ADAMS MIDDLE SCHOOL
GRAYBAR
ACCESS SOUTH SITE
WATSON AVE NW
ZONE: R3
BENCHMARK ELECTRONICS
PACE DAIRY FOODS
VALLEYHIGH DR NW
ZONE: R2
WEST CIRCLE DRIVE NW

N

300 0 300 600
scale 150 feet

SEH Project	IRGRA 172190
Drawn By	
Designed By	
Checked By	

Rev.#	Revision Issue Description	Date
1	REVISIONS PER CLIENT DISCUSSION	6/8/2023
2	REVISIONS PER CLIENT DISCUSSION	6/30/2023

Rev.#	Revision Issue Description	Date

SEH

ROCHESTER, MINNESOTA

PROPOSED ZONING MAP
ROCHESTER TECHNOLOGY CAMPUS

PROJECT NO. IR172190

C300

Appendix B

Scenario 1 and Scenario 2 Renderings

Appendix C

EPA's Simplified GHG Emissions Calculator

Back to Intro

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Emissions Summary Development Scenario 1

Guidance

The total GHG emissions from each source category are provided below. You may also use this summary sheet to fill out the *Annual GHG Inventory Summary and Target Tracking Form* (.xls) as this Calculator only quantifies one year of emissions at a time. The form is available here: https://www.epa.gov/climateleadership/target-setting

By entering the data below into the appropriate cell of the *Annual GHG Inventory Summary and Target Tracking Form,* you will be able to compare multiple years of data.

If you have multiple Calculator files covering sub-sets of your inventory for a particular reporting period, sum each of the emission categories (e.g. Stationary Combustion) to an organizational total, which then can be entered into the *Annual GHG Inventory Summary and Target Tracking Form* .

(A) Enter organization information into the orange cells. Other cells on this sheet will be automatically calculated from the data entered in the sheets in this workbook. Blue cells indicate required emission sources if applicable. Green cells indicate scope 3 emission sources and offsets, which organizations may optionally include in its inventory.

(B) The "Go To Sheet" buttons can be used to navigate to the data entry sheets.

Organizational Information:

Organization Name:	Rochester Technology Campus Rochester, Minnesota
Organization Address:	
Inventory Reporting Period:	*e.g., Calendar Year 2023, Fiscal Year 2023*
Start:	*MM/DD/YY*
End:	*MM/DD/YY*
Name of Preparer:	Ericka Massa, SEH
Contact Information of Preparer:	emassa@sehinc.com
Date Prepared:	5/29/2024

Summary of Organization's Emissions:

Scope 1 Emissions

		CO_2-e (metric tons)
Go To Sheet	Stationary Combustion	4,521
Go To Sheet	Mobile Sources	14,751
Go To Sheet	Refrigeration / AC Equipment Use	0
Go To Sheet	Fire Suppression	0
Go To Sheet	Purchased Gases	0

	CO2-e (metric tons)		
	Gross	Offsets	Net
Scope 1 Summary	19,273	0	19,273

Scope 2 Emissions

Location-Based Scope 2 Emissions		CO_2-e (metric tons)
Go To Sheet	Purchased and Consumed Electricity	14,278
Go To Sheet	Purchased and Consumed Steam	0

	CO_2-e (metric tons)		
	Gross	Offsets	Net
Location-Based Scope 2 Summary	14,278	0	14,278

Market-Based Scope 2 Emissions		CO_2-e (metric tons)
Go To Sheet	Purchased and Consumed Electricity	16,342
Go To Sheet	Purchased and Consumed Steam	0

	CO_2-e (metric tons)		
	Gross	Offsets	Net
Market-Based Scope 2 Summary	16,342	0	16,342

Scope 1 & 2 Summary

	CO_2-e (metric tons)	
	Gross	Net
Total Scope 1 & Location-Based Scope 2	33,551	33,551
Total Scope 1 & Market-Based Scope 2	35,614	35,614

Scope 3 Emissions

		CO_2-e (metric tons)		
		Gross	Offsets	Net
Go To Sheet	Business Travel	0	0	0
Go To Sheet	Employee Commuting	0	0	0
Go To Sheet	Upstream Transportation and Distribution	0	0	0
Go To Sheet	Waste	6,251	0	6,251

Required Supplemental Information

		CO_2-e (metric tons)
Go To Sheet	Biomass CO_2 Emissions from Stationary Sources	0
Go To Sheet	Biomass CO_2 Emissions from Mobile Sources	0

Scope 1 Emissions from Stationary Combustion Sources

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

(A) Enter annual data for each combustion unit, facility, or site (by fuel type) in ORANGE cells on **Table 1**. Example entry is shown in first row (*GREEN Italics*).
- Select "Fuel Combusted" from drop down box.
- Enter "Quantity Combusted" and choose the appropriate units from the drop down box in the unit column. If it's necessary to convert units, common heat contents can be found on the "Heat Content" sheet and unit conversions on the "Unit Conversion" sheet.

(B) If fuel is consumed in a facility but stationary fuel consumption data are not available, an estimate should be made for completeness. See the "Items to Note" section of the Help sheet for suggested estimation approaches.

(C) Biomass CO_2 emissions are not reported in the total emissions, but are reported separately at the bottom of the sheet.

Table 1. Stationary Source Fuel Combustion

Source ID	Source Description	Source Area (sq ft)	Fuel Combusted	Fuel State (solid, liquid, gas)	Quantity Combusted	Units
BLR-012	*East Power Plant*	*12,517*	*Natural Gas*	*Gas*	*10,000*	*MMBtu*
Residential	Multifamily Units (Apartment Units)	120,000	Natural Gas	Gas	20,826	MMBtu
Residential	Townhome Units	120,000	Natural Gas	Gas	7,493	MMBtu
Commercia	Commercial - Retail	270,000	Natural Gas	Gas	10,775	MMBtu
Commercia	Commercial - Other	254,000	Natural Gas	Gas	10,137	MMBtu
Commercia	Hospitality	15,000	Natural Gas	Gas	549	MMBtu
Commercia	Hotel	315,000	Natural Gas	Gas	11,537	MMBtu
Industrial	Light Industrial	650,000	Natural Gas	Gas	23,807	MMBtu

GHG Emissions

Total Organization-Wide Stationary Source Combustion by Fuel Type

Fuel Type	Quantity Combusted	Units
Coal and Coke - Solid		
Anthracite Coal	0	short ton
Bituminous Coal	0	short ton
Sub-bituminous Coal	0	short ton
Lignite Coal	0	short ton
Mixed (Commercial Sector)	0	short ton
Mixed (Electric Power Sector)	0	short ton
Mixed (Industrial Coking)	0	short ton
Mixed (Industrial Sector)	0	short ton
Coal Coke	0	short ton
Other Fuels - Solid		
Municipal Solid Waste	0	short ton
Petroleum Coke (Solid)	0	short ton
Plastics	0	short ton
Tires	0	short ton
Biomass Fuels - Solid		
Agricultural Byproducts	0	short ton
Peat	0	short ton
Solid Byproducts	0	short ton
Wood and Wood Residuals	0	short ton
Gaseous Fuels		
Natural Gas	82,966,472	scf
Propane Gas	0	scf
Landfill Gas	0	scf
Petroleum Products		
Distillate Fuel Oil No. 2	0	gallons
Residual Fuel Oil No. 6	0	gallons
Kerosene	0	gallons
Liquefied Petroleum Gases (LPG)	0	gallons
Biomass Fuels - Liquid		
Biodiesel (100%)	0	gallons
Ethanol (100%)	0	gallons
Rendered Animal Fat	0	gallons
Vegetable Oil	0	gallons

Total Organization-Wide CO_2, CH_4 and N_2O Emissions from Stationary Source Fuel Combustion

Fuel Type	CO_2 (kg)	CH_4 (g)	N_2O (g)
Coal and Coke - Solid			
Anthracite Coal	0	0.0	0.0
Bituminous Coal	0	0.0	0.0
Sub-bituminous Coal	0	0.0	0.0
Lignite Coal	0	0.0	0.0
Mixed (Commercial Sector)	0	0.0	0.0
Mixed (Electric Power Sector)	0	0.0	0.0
Mixed (Industrial Coking)	0	0.0	0.0
Mixed (Industrial Sector)	0	0.0	0.0
Coal Coke	0	0.0	0.0
Other Fuels - Solid			
Municipal Solid Waste	0	0.0	0.0
Petroleum Coke (Solid)	0	0.0	0.0
Plastics	0	0.0	0.0
Tires	0	0.0	0.0
Gaseous Fuels			
Natural Gas	4,516,695	85,455.5	8,296.6
Propane Gas	0	0.0	0.0
Landfill Gas	0	0.0	0.0
Petroleum Products			
Distillate Fuel Oil No. 2	0	0.0	0.0
Residual Fuel Oil No. 6	0	0.0	0.0
Kerosene	0	0.0	0.0
Liquefied Petroleum Gases (LPG)	0	0.0	0.0
Total Fossil Fuel Emissions	**4,516,695**	**85,455.5**	**8,296.6**
Biomass Fuels - Solid			
Agricultural Byproducts	0	0.0	0.0
Peat	0	0.0	0.0
Solid Byproducts	0	0.0	0.0

Wood and Wood Residuals	0	0.0	0.0
Biomass Fuels - Liquid			
Biodiesel (100%)	0	0.0	0.0
Ethanol (100%)	0	0.0	0.0
Rendered Animal Fat	0	0.0	0.0
Vegetable Oil	0	0.0	0.0
Total Non-Fossil Fuel Emissions	**0**	**0.0**	**0.0**
Total Emissions for all Fuels	**4,516,695**	**85,455.5**	**8,296.6**

Total CO_2 Equivalent Emissions (metric tons) - Stationary Combustion	**4,521.3**
Total Biomass CO_2 Equivalent Emissions (metric tons) - Stationary Combustion	**0.0**

- If mileage or fuel usage is unknown, estimate using approximate fuel economy values from the manufacturer, www.fueleconomy.gov, or the Reference Table below.
- Vehicle year and Miles traveled are not necessary for non-road equiment.

(B) When using biofuels, typically the biofuel (biodiesel or ethanol) is mixed with a petroleum fuel (diesel or gasoline) for use in vehicles. Enter the biodiesel and ethanol percentages of the fuel if known, or leave default values shown below.

Biodiesel Percent:	20	%
Ethanol Percent:	80	%

(C) Biomass CO_2 emissions from biodiesel and ethanol are not reported in the total emissions, but are reported separately at the bottom of the sheet.

Table 1. Mobile Source Fuel Combustion and Miles Traveled

Source ID	Source Description	On-Road or Non-Road?	Vehicle Type	Vehicle Year	Fuel Usage	Units	Miles Traveled
Fleet-012	*HQ Fleet*	*OnRoad*	*Passenger Cars - Gasoline*	*2019*	*500*	*gal*	*12,400*
Construction - Commuters	Passenger Cars	OnRoad	Passenger Cars - Gasoline	2019	12,166	gal	219,000
Construction - Dump Trucks	Dump Trucks	OnRoad	Medium- and Heavy-Duty Vehicles - Diesel	2019	28,815	gal	219,000
Construction - Semi-trucks	Semis	OnRoad	Medium- and Heavy-Duty Vehicles - Diesel	2019	35,322	gal	219,000
Construction Equipment - Small Eng	Loaders, Dozers, Graders	NonRoad	Construction/Mining Equipment - Diesel Equipment		342,188	gal	
Construction Equipment - Large Eng	Excavator, Crane	NonRoad	Construction/Mining Equipment - Diesel Off-Road Trucks		228,125	gal	
Residents	Passenger Cars	OnRoad	Passenger Cars - Gasoline	2019	840,140	gal	31,488,000
Employees	Passenger Cars	OnRoad	Passenger Cars - Gasoline	2019	64,035	gal	2,400,000
Delivery Trucks	Delivery Trucks	OnRoad	Medium- and Heavy-Duty Vehicles - Diesel	2019	6,814	gal	84,000

Reference Table: Average Fuel Economy by Vehicle Type

Vehicle Type	Average Fuel Economy (mpg)
Passenger Cars	24.8
Other 2-Axle, 4-Tire Vehicles	18.1
Motorcycles	44.0
Single unit 2-Axle 6-Tire or More Trucks	7.9
Combination Trucks	6.9
Diesel Buses (Diesel Heavy-Duty Vehicles)	7.4

Average mpg values from the U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2022 (Updated February 2024), Table VM-1.

GHG Emissions

Total Organization-Wide Mobile Source Fuel Usage and CO_2 Emissions (On-Road and Off-Road Vehicles)

Fuel Type	Fuel Usage	Units	CO_2 (kg)

Motor Gasoline	916,341	gallons	8,045,474	
Diesel Fuel	641,264	gallons	6,547,305	
Residual Fuel Oil	0	gallons	0	
Aviation Gasoline	0	gallons	0	
Kerosene-Type Jet Fuel	0	gallons	0	
Liquefied Petroleum Gases (LPG)	0	gallons	0	
Ethanol	0	gallons	0	*Note: emissions here are only for the ga*
Biodiesel	0	gallons	0	*Note: emissions here are only for the die*
Liquefied Natural Gas (LNG)	0	gallons	0	
Compressed Natural Gas (CNG)	0	scf	0	

Total Organization-Wide On-Road Gasoline Mobile Source Mileage and CH_4/N_2O Emissions

Vehicle Type	Vehicle Year	Mileage (miles)	CH_4 (g)	N_2O (g)
Passenger Cars - Gasoline	1984-93	0	0.0	0.0
	1994	0	0.0	0.0
	1995	0	0.0	0.0
	1996	0	0.0	0.0
	1997	0	0.0	0.0
	1998	0	0.0	0.0
	1999	0	0.0	0.0
	2000	0	0.0	0.0
	2001	0	0.0	0.0
	2002	0	0.0	0.0
	2003	0	0.0	0.0
	2004	0	0.0	0.0
	2005	0	0.0	0.0
	2006	0	0.0	0.0
	2007	0	0.0	0.0
	2008	0	0.0	0.0
	2009	0	0.0	0.0
	2010	0	0.0	0.0
	2011	0	0.0	0.0
	2012	0	0.0	0.0
	2013	0	0.0	0.0
	2014	0	0.0	0.0
	2015	0	0.0	0.0
	2016	0	0.0	0.0
	2017	0	0.0	0.0
	2018	0	0.0	0.0
	2019	34,107,000	174,116.2	49,523.4
	2020	0	0.0	0.0
	2021	0	0.0	0.0
	2022	0	0.0	0.0
	2023	0	0.0	0.0
	2024	0	0.0	0.0
Light-Duty Trucks - Gasoline	1987-93	0	0.0	0.0
(Vans, Pickup Trucks, SUVs)	1994	0	0.0	0.0
	1995	0	0.0	0.0
	1996	0	0.0	0.0
	1997	0	0.0	0.0
	1998	0	0.0	0.0
	1999	0	0.0	0.0
	2000	0	0.0	0.0
	2001	0	0.0	0.0
	2002	0	0.0	0.0
	2003	0	0.0	0.0
	2004	0	0.0	0.0
	2005	0	0.0	0.0
	2006	0	0.0	0.0
	2007	0	0.0	0.0
	2008	0	0.0	0.0
	2009	0	0.0	0.0
	2010	0	0.0	0.0
	2011	0	0.0	0.0
	2012	0	0.0	0.0
	2013	0	0.0	0.0
	2014	0	0.0	0.0
	2015	0	0.0	0.0
	2016	0	0.0	0.0
	2017	0	0.0	0.0
	2018	0	0.0	0.0
	2019	0	0.0	0.0
	2020	0	0.0	0.0
	2021	0	0.0	0.0
	2022	0	0.0	0.0
	2023	0	0.0	0.0
	2024	0	0.0	0.0
Heavy-Duty Vehicles - Gasoline	1985-86	0	0.0	0.0
	1987	0	0.0	0.0
	1988-1989	0	0.0	0.0
	1990-1995	0	0.0	0.0
	1996	0	0.0	0.0
	1997	0	0.0	0.0
	1998	0	0.0	0.0
	1999	0	0.0	0.0
	2000	0	0.0	0.0
	2001	0	0.0	0.0
	2002	0	0.0	0.0
	2003	0	0.0	0.0
	2004	0	0.0	0.0
	2005	0	0.0	0.0
	2006	0	0.0	0.0
	2007	0	0.0	0.0
	2008	0	0.0	0.0
	2009	0	0.0	0.0
	2010	0	0.0	0.0
	2011	0	0.0	0.0
	2012	0	0.0	0.0
	2013	0	0.0	0.0
	2014	0	0.0	0.0
	2015	0	0.0	0.0
	2016	0	0.0	0.0
	2017	0	0.0	0.0
	2018	0	0.0	0.0
	2019	0	0.0	0.0
	2020	0	0.0	0.0
	2021	0	0.0	0.0
	2022	0	0.0	0.0
	2023	0	0.0	0.0
	2024	0	0.0	0.0

Motorcycles - Gasoline		1960-1995	0	0.0	0.0
		1996-2005	0	0.0	0.0
		2006-2024	0	0.0	0.0

Total Organization-Wide On-Road Non-Gasoline Mobile Source Mileage and CH_4/N_2O Emissions

Vehicle Type	Fuel Type	Vehicle Year	Mileage (miles)	CH_4 (g)	N_2O (g)
Passenger Cars - Diesel	Diesel	1960-1982	0	0.0	0.0
		1983-2006	0	0.0	0.0
		2007-2024	0	0.0	0.0
Light-Duty Trucks - Diesel	Diesel	1960-1982	0	0.0	0.0
		1983-2006	0	0.0	0.0
		2007-2024	0	0.0	0.0
Medium- and Heavy-Duty Vehicles -	Diesel	1960-2006	0	0.0	0.0
		2007-2024	522,000	4,959.0	22,498.2
Light-Duty Cars	Methanol		0	0.0	0.0
	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Light-Duty Trucks	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Medium-Duty Trucks	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Heavy-Duty Trucks	Methanol		0	0.0	0.0
	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Buses	Methanol		0	0.0	0.0
	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0

Total Organization-Wide Non-Road Mobile Source Fuel Usage and CH_4/N_2O Emissions

Vehicle Type	Fuel Type	Fuel Usage (gallons)	CH_4 (g)	N_2O (g)
Ships and Boats	Residual Fuel Oil	0	0.0	0.0
	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
Locomotives	Diesel	0	0.0	0.0
Aircraft	Jet Fuel	0	0.0	0.0
	Aviation Gasoline	0	0.0	0.0
Agricultural Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Gasoline Off-Road Trucks	0	0.0	0.0
	Diesel Equipment	0	0.0	0.0
	Diesel Off-Road Trucks	0	0.0	0.0
	LPG	0	0.0	0.0
Construction/Mining Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Gasoline Off-Road Trucks	0	0.0	0.0
	Diesel Equipment	342188	346170.9	322146.4
	Diesel Off-Road Trucks	228125	208211.9	126674.3
	LPG	0	0.0	0.0
Lawn and Garden Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Airport Equipment	Gasoline	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Industrial/Commercial Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Logging Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
Railroad Equipment	Gasoline	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Recreational Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0

Total CO_2 Equivalent Emissions (metric tons) - Mobile Sources	**14,751.3**
Total Biomass CO_2 Equivalent Emissions (metric tons) - Mobile Sources	**0.0**

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Scope 2 Emissions from Purchase of Electricity

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

The Indirect Emissions from Purchased Electricity Guidance document provides guidance for quantifying two scope 2 emissions totals, using a **location-based method** and a **market-based method**. The organization should quantify and report both totals in its GHG inventory. The location-based method considers average emission factors for the electricity grids that provide electricity. The market-based method considers contractual arrangements under which the organization procures electricity from specific sources, such as renewable energy.

(A) Enter total annual electricity purchased in kWh and each eGRID subregion for each facility or site in ORANGE cells of **Table 1**.
(B) If electricity consumption data are not available for a facility, an estimate should be made for completeness.
See the "Items to Note" section of the Help sheet for suggested estimation approaches.
(C) Select "eGRID subregion" from drop box and enter "Electricity Purchased."
- Use map (Figure 1) at bottom of sheet to determine appropriate eGRID subregion. If subregion cannot be determined from the map, find the correct subregion by entering the location's zip code into EPA's Power Profiler:
https://www.epa.gov/egrid/power-profiler#/
(D) See the market-based emission factor hierarchy on the market-based method Help sheet. If any of the first four types of emission factors are applicable, enter the factors in the yellow cells marked as "<enter factor>". If not, leave the yellow cells as is, and eGRID subregion factors will be used for market-based emissions.

Example entry is shown in first row (*GREEN Italics*) for a facility that purchases RECs for 100% of its consumption, and therefore has a market-based emission factor of 0.

Tips: Enter electricity usage by location and then look up the eGRID subregion for each location.
If you purchase renewable energy that is less than 100% of your site's electricity, see the example in the market-based method Help sheet.

Table 1. Total Amount of Electricity Purchased by eGRID Subregion

					Market-Based *Use these cells to enter applicable market-based emission factors*					
					Emission Factors			**Emissions**		
Source ID	**Source Description**	**Source Area (sq ft)**	**eGRID Subregion** *where electricity is consumed*	**Electricity Purchased (kWh)**	**CO_2 Emissions (lb/MWh)**	**CH_4 Emissions (lb/MWh)**	**N_2O Emissions (lb/MWh)**	**CO_2 Emissions (lb)**	**CH_4 Emissions (lb)**	**N_2O Emissions (lb)**
Bldg-012	*East Power Plant*	*12,517*	*HICC Miscellaneous*	*200,000*	*0*	*0*	*0*	*0.0*	*0.0*	*0.0*
Residential	Multifamily Units (Apartment Units)		MRO West	12,185,850	1239.8	0.138	0.02	15,108,016.8	1,681.6	243.7
Residential	Townhome Units		MRO West	2,696,478	1239.8	0.138	0.02	3,343,093.4	372.1	53.9
Commercia	Commercial - Retail	270,000	MRO West	5,103,000	936.5	0.102	0.015	4,778,959.5	520.5	76.5
Commercia	Commercial - Other	254,000	MRO West	4,800,600	936.5	0.102	0.015	4,495,761.9	489.7	72.0
Commercia	Hospitality	15,000	MRO West	204,000	936.5	0.102	0.015	191,046.0	20.8	3.1
Commercia	Hotel	315,000	MRO West	4,284,000	936.5	0.102	0.015	4,011,966.0	437.0	64.3
Industrial	Light Industrial	650,000	MRO West	4,095,000	936.5	0.102	0.015	3,834,967.5	417.7	61.4
					<enter factor>	<enter factor>	<enter factor>		

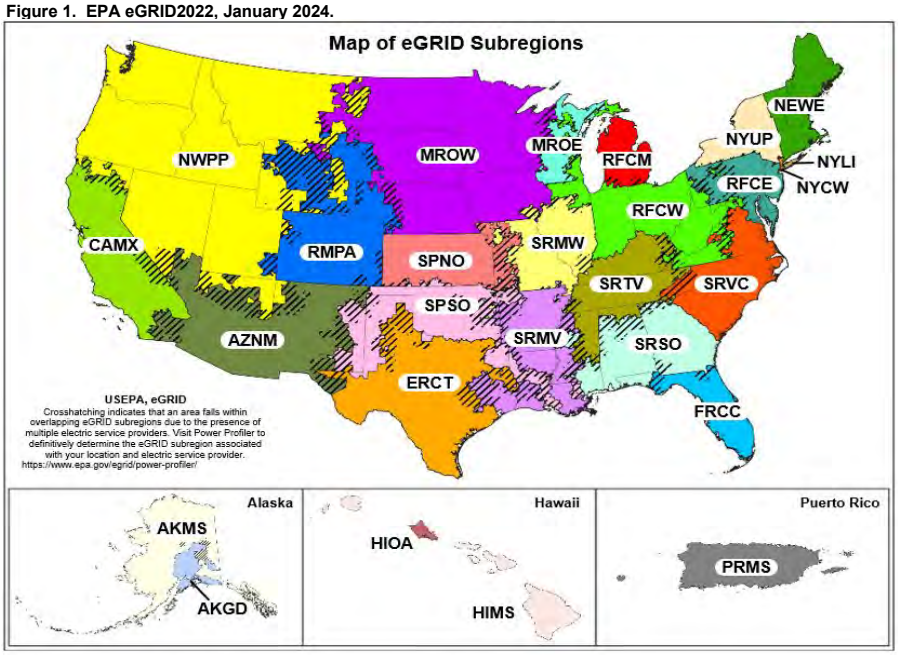
GHG Emissions

CO_2 Equivalent Emissions (metric tons)	
Location-Based Electricity Emissions	14,278.2
Market-Based Electricity Emissions	16,341.6

Notes:

1. CO_2, CH_4 and N_2O emissions are estimated using methodology provided in EPA's Center for Corporate Climate Leadership Greenhouse Gas Inventory Guidance - Indirect Emissions from Purchased Electricity (January 2016).

Figure 1. EPA eGRID2022, January 2024.



Scope 2 Emissions from Purchase of Steam

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

(A) Enter annual data for each facility or site in ORANGE cells in **Table 1**.
- Enter amount of steam purchased in mmBtu. Heat Content conversions can be found on the "Heat Content" sheet.
- Select "Fuel Type" from drop box to indicate the fuel used to generate the steam.
-- If "Fuel Type" is not known, select "Natural Gas" from drop box as default value.
-- If more than one fuel type is used, enter multiple rows, apportioning the steam using the same percentages as the fuel mix.

(B) If steam is purchased at a facility but steam consumption data are not available, an estimate should be made for completeness.
See the "Items to Note" section of the Help sheet for suggested estimation approaches.

(C) Preferred Method (steam emission factors ARE available from your supplier). Example entry is shown in first data row (*GREEN Italics*).
- Enter supplier emission factors for CO_2, CH_4, and N_2O in the purple cells marked as "<enter factor>" if available, otherwise leave factor cells blank.
- These should be expressed in lb / mmBtu of Steam. Heat Content conversions can be found on the "Heat Content" sheet.
- Boiler Efficiency is not necessary if emission factors are available.
- Typically supplier emission factors for steam will apply to both location-based and market-based emissions, and no market-based emission factors need to be entered. However, if there are different applicable market-based emission factors, enter the factors in the yellow cells marked as "<enter factor>". If needed, see the market-based method Help Sheet for guidance.

(D) Alternative Method (supplier-specific emission factors are NOT available). Example entry is shown in second data row (*BLUE Italics*).
- Enter boiler efficiency. If boiler efficiency is not known, use 80% as default value. Do not enter market-based emission factors.

Table 1. Fuel, Boiler, Steam and Emission Factor Data for Steam Purchased

						Location-Based (*Use these cells to enter emission factors from the steam supplier (if available)*)						Market-Based (*Use these cells to enter market-based emission factors if different than the supplier emission factors.*)					
						Emission Factors			Emissions			Emission Factors			Emissions		
Source ID	Source Description	Source Area (sq ft)	Fuel Type	Boiler Efficiency (%)	Steam Purchased (mmBtu)	CO_2 Factor (kg / mmBtu)	CH_4 Factor (g / mmBtu)	N_2O Factor (g / mmBtu)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)	CO_2 Factor (kg / mmBtu)	CH_4 Factor (g / mmBtu)	N_2O Factor (g / mmBtu)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
Bldg-011	*Office*	*5,000*	*Natural Gas*	*80*	*5,000*	*72.00*	*1.50*	*0.60*	*450,000*	*9,375*	*3,750*	70.00	1.00	0.50	*437,500*	*6,250*	*3,125*
Bldg-012	*Steam-Blr Room*	*2,000*	*Sub-bituminous Coal*	*80*	*1,000*	<enter factor>	<enter factor>	<enter factor>	121,463	13,750	2,000	<enter factor>	<enter factor>	<enter factor>	121,463	13,750	2,000
						<enter factor>	<enter factor>	<enter factor>				<enter factor>	<enter factor>	<enter factor>		

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U.S. Environmental Protection Agency

Scope 3 Emissions from Business Travel

Guidance

(A) Enter annual data in ORANGE cells in the table corresponding to the transport method. Example entry is shown in first row (*GREEN Italics*).
(B) Mileage data can be entered for individual trips or individual employees, or miles for multiple employees can be subtotaled by vehicle type or flight length.
(C) For employees traveling by car, select "Vehicle Type" and enter miles traveled (vehicle-miles) in **Table 1**.
(D) For employees traveling by rail or bus, select "Vehicle Type" and enter miles traveled (passenger-miles) in **Table 2**.
(E) For employees traveling by air, select "Flight Length" and enter miles traveled (passenger-miles) in **Table 3**.

--- Note: The emission factors for air travel do not include radiative forcing. Per the GHG Protocol, for air travel emission factors, multipliers or other corrections to account for radiative forcing may be applied to the GWP of emissions arising from aircraft transport. If applied, companies should disclose the specific factor used.

Table 1. Personal Vehicle, Rental Car or Taxi - Business Travel by Vehicle-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Vehicle Type	Vehicle-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Passenger Car*	*100*	*18*	*0.5*	*0.3*
Total for all Personal Vehicle Business Travel				0	0.0	0.0

Table 2. Rail or Bus - Business Travel by Passenger-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Vehicle Type	Passenger-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Transit Rail (i.e. Subway, Tram)*	*100*	*9*	*0.7*	*0.1*

Total for all Air Business Travel				0.0	0.0	0.0

GHG Emissions

Total CO_2 Emissions by Travel Type

Transport Type	CO_2 (kg)	CH_4 (g)	N_2O (g)
Passenger Car	0.0	0.0	0.0
Light-Duty Truck	0.0	0.0	0.0
Motorcycle	0.0	0.0	0.0
Intercity Rail - Northeast Corridor	0.0	0.0	0.0
Intercity Rail - Other Routes	0.0	0.0	0.0
Intercity Rail - National Average	0.0	0.0	0.0
Commuter Rail	0.0	0.0	0.0
Transit Rail (i.e. Subway, Tram)	0.0	0.0	0.0
Bus	0.0	0.0	0.0
Air Short Haul (< 300 miles)	0.0	0.0	0.0
Air Medium Haul (>= 300 miles, < 2300 miles)	0.0	0.0	0.0
Air Long Haul (>= 2300 miles)	0.0	0.0	0.0

Total CO_2 Equivalent Emissions (metric tons) - Business Travel	**0.0**

Scope 3 Emissions from Employee Commuting

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Guidance

(A) Enter annual data in ORANGE cells in the table corresponding to the transport method. Example entry is shown in first row (*GREEN Italics*).
(B) For employees commuting in a personal vehicle, select the "Vehicle Type" and enter miles traveled (vehicle-miles) in **Table 1**.
(C) For employees commuting using public transportation, select the "Transport Type" and enter miles traveled (passenger-miles) in **Table 2**.

Tip: If more than one employee travels by the same vehicle type or transport type, miles can be combined and entered in one row.

Table 1. Personal Vehicle - Employee Commuting by Vehicle-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Vehicle Type	Vehicle-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Passenger Car*	*100*	*18*	*0.5*	*0.3*
Total for all Personal Vehicle Employee Commuting				0	0.0	0.0

Table 2. Public Transportation - Employee Commuting by Passenger-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Transport Type	Passenger-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Bus*	*100*	*7*	*0*	*0.2*
Total for all Public Transportation Employee Commuting				0	0.0	0.0

GHG Emissions

Total CO_2 Emissions by Commuting Type

Transport Type	CO_2 (kg)	CH_4 (g)	N_2O (g)
Passenger Car	0	0.0	0.0
Light-Duty Truck	0	0.0	0.0
Motorcycle	0	0.0	0.0
Intercity Rail - Northeast Corridor	0	0.0	0.0
Intercity Rail - Other Routes	0	0.0	0.0
Intercity Rail - National Average	0	0.0	0.0
Commuter Rail	0	0.0	0.0
Transit Rail (i.e. Subway, Tram)	0	0.0	0.0
Bus	0	0.0	0.0

Total CO_2 Equivalent Emissions (metric tons) - Commuting	0.0

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Scope 3 Emissions from Waste

Guidance

(A) Enter annual waste data in ORANGE cells. Example entry is shown in first row (*GREEN Italics*).

(B) First, choose the appropriate material then the disposal method from the drop down options. For the average-data method, use one of the mixed material types, such as mixed MSW. If the exact waste material is not available, consider an appropriate proxy. For example, dimensional lumber can be used as a proxy for wood furniture.

(C) Choose an appropriate disposal method. Note that not all disposal methods are available for all materials. If there is a #NA or # Value error in the emissions column, you must pick a new material type or appropriate disposal method.

Table 1. Waste Disposal Weight by Waste Material and Disposal Method (CO_2, CH_4 and N_2O)

Source ID	Source Description	Waste Material	Disposal Method	Weight	Unit	CO_2e Emissions (kg)
Bldg-012	*East Power Plant Finished Goods*	*Copper Wire*	*Landfilled*	*1,000*	*metric ton*	*22,040*
Residential Buildings	Residential Waste	Mixed MSW municipal solid waste	Landfilled	8,614	short ton	*4,996,120*
Residential Buildings	Residential Recycling	Mixed Recyclables	Recycled	3,085	short ton	*277,650*
Residential Buildings	Residential Compost	Mixed Organics	Composted	1,157	short ton	*150,410*
Commercial Buildings	Commercial Waste	Mixed MSW municipal solid waste	Landfilled	1,313	short ton	*761,540*
Commercial Buildings	Commercial Recycling	Mixed Recyclables	Recycled	470	short ton	*42,300*
Commercial Buildings	Commercial Compost	Mixed Organics	Composted	176	short ton	*22,880*

Total Emissions by Disposal Method

Waste Material	CO_2e (kg)
Recycled	319950
Landfilled	5757660
Combusted	0
Composted	173290
Anaerobically Digested (Dry Digestate with Curing)	0
Anaerobically Digested (Wet Digestate with Curing)	0

Total CO_2 Equivalent Emissions (metric tons) - Waste	**6,250.9**

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Emissions Summary Development Scenario 2

Guidance

The total GHG emissions from each source category are provided below. You may also use this summary sheet to fill out the *Annual GHG Inventory Summary and Target Tracking Form* (.xls) as this Calculator only quantifies one year of emissions at a time. The form is available here: https://www.epa.gov/climateleadership/target-setting

By entering the data below into the appropriate cell of the *Annual GHG Inventory Summary and Target Tracking Form,* you will be able to compare multiple years of data.

If you have multiple Calculator files covering sub-sets of your inventory for a particular reporting period, sum each of the emission categories (e.g. Stationary Combustion) to an organizational total, which then can be entered into the *Annual GHG Inventory Summary and Target Tracking Form* .

(A) Enter organization information into the orange cells. Other cells on this sheet will be automatically calculated from the data entered in the sheets in this workbook. Blue cells indicate required emission sources if applicable. Green cells indicate scope 3 emission sources and offsets, which organizations may optionally include in its inventory.

(B) The "Go To Sheet" buttons can be used to navigate to the data entry sheets.

Organizational Information:

Organization Name:	Rochester Technology Campus Rochester, Minnesota
Organization Address:	
Inventory Reporting Period:	*e.g., Calendar Year 2023, Fiscal Year 2023*
Start:	*MM/DD/YY*
End:	*MM/DD/YY*
Name of Preparer:	Ericka Massa, SEH
Contact Information of Preparer:	emassa@sehinc.com
Date Prepared:	5/29/2024

Summary of Organization's Emissions:

Scope 1 Emissions

		CO_2-e (metric tons)
Go To Sheet	Stationary Combustion	4,502
Go To Sheet	Mobile Sources	12,772
Go To Sheet	Refrigeration / AC Equipment Use	0
Go To Sheet	Fire Suppression	0
Go To Sheet	Purchased Gases	0

	CO2-e (metric tons)		
	Gross	Offsets	Net
Scope 1 Summary	17,274	0	17,274

Scope 2 Emissions

Location-Based Scope 2 Emissions		CO_2-e (metric tons)
Go To Sheet	Purchased and Consumed Electricity	14,025
Go To Sheet	Purchased and Consumed Steam	0

	CO_2-e (metric tons)		
	Gross	Offsets	Net
Location-Based Scope 2 Summary	14,025	0	14,025

Market-Based Scope 2 Emissions		CO_2-e (metric tons)
Go To Sheet	Purchased and Consumed Electricity	15,525
Go To Sheet	Purchased and Consumed Steam	0

	CO_2-e (metric tons)		
	Gross	Offsets	Net
Market-Based Scope 2 Summary	15,525	0	15,525

Scope 1 & 2 Summary

	CO_2-e (metric tons)	
	Gross	Net
Total Scope 1 & Location-Based Scope 2	31,299	31,299
Total Scope 1 & Market-Based Scope 2	32,799	32,799

Scope 3 Emissions

		CO_2-e (metric tons)		
		Gross	Offsets	Net
Go To Sheet	Business Travel	0	0	0
Go To Sheet	Employee Commuting	0	0	0
Go To Sheet	Upstream Transportation and Distribution	0	0	0
Go To Sheet	Waste	4,796	0	4,796

Required Supplemental Information

		CO_2-e (metric tons)
Go To Sheet	Biomass CO_2 Emissions from Stationary Sources	0
Go To Sheet	Biomass CO_2 Emissions from Mobile Sources	0

Scope 1 Emissions from Stationary Combustion Sources

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Guidance

(A) Enter annual data for each combustion unit, facility, or site (by fuel type) in ORANGE cells on **Table 1**. Example entry is shown in first row (*GREEN Italics*).
- Select "Fuel Combusted" from drop down box.
- Enter "Quantity Combusted" and choose the appropriate units from the drop down box in the unit column. If it's necessary to convert units, common heat contents can be found on the "Heat Content" sheet and unit conversions on the "Unit Conversion" sheet.

(B) If fuel is consumed in a facility but stationary fuel consumption data are not available, an estimate should be made for completeness. See the "Items to Note" section of the Help sheet for suggested estimation approaches.

(C) Biomass CO_2 emissions are not reported in the total emissions, but are reported separately at the bottom of the sheet.

Table 1. Stationary Source Fuel Combustion

Source ID	Source Description	Source Area (sq ft)	Fuel Combusted	Fuel State (solid, liquid, gas)	Quantity Combusted	Units
BLR-012	*East Power Plant*	*12,517*	*Natural Gas*	*Gas*	*10,000*	*MMBtu*
Residential	Multifamily Units (Apartment Units)		Natural Gas	Gas	16,092	MMBtu
Residential	Townhome Units		Natural Gas	Gas	3,887	MMBtu
Commercia	Commercial - Retail	270,000	Natural Gas	Gas	10,775	MMBtu
Commercia	Commercial - Other	254,000	Natural Gas	Gas	10,137	MMBtu
Commercia	Hospitality	15,000	Natural Gas	Gas	549	MMBtu
Commercia	Hotel	315,000	Natural Gas	Gas	11,537	MMBtu
Industrial	Light Industrial	650,000	Natural Gas	Gas	23,807	MMBtu
Recreationa	Sports Complex	250,000	Natural Gas	Gas	7,976	MMBtu

GHG Emissions

Total Organization-Wide Stationary Source Combustion by Fuel Type

Fuel Type	Quantity Combusted	Units
Coal and Coke - Solid		
Anthracite Coal	0	short ton
Bituminous Coal	0	short ton
Sub-bituminous Coal	0	short ton
Lignite Coal	0	short ton
Mixed (Commercial Sector)	0	short ton
Mixed (Electric Power Sector)	0	short ton
Mixed (Industrial Coking)	0	short ton
Mixed (Industrial Sector)	0	short ton
Coal Coke	0	short ton
Other Fuels - Solid		
Municipal Solid Waste	0	short ton
Petroleum Coke (Solid)	0	short ton
Plastics	0	short ton
Tires	0	short ton
Biomass Fuels - Solid		
Agricultural Byproducts	0	short ton
Peat	0	short ton
Solid Byproducts	0	short ton
Wood and Wood Residuals	0	short ton
Gaseous Fuels		
Natural Gas	82,612,086	scf
Propane Gas	0	scf
Landfill Gas	0	scf
Petroleum Products		
Distillate Fuel Oil No. 2	0	gallons
Residual Fuel Oil No. 6	0	gallons
Kerosene	0	gallons
Liquefied Petroleum Gases (LPG)	0	gallons
Biomass Fuels - Liquid		
Biodiesel (100%)	0	gallons
Ethanol (100%)	0	gallons
Rendered Animal Fat	0	gallons
Vegetable Oil	0	gallons

Total Organization-Wide CO_2, CH_4 and N_2O Emissions from Stationary Source Fuel Combustion

Fuel Type	CO_2 (kg)	CH_4 (g)	N_2O (g)
Coal and Coke - Solid			
Anthracite Coal	0	0.0	0.0
Bituminous Coal	0	0.0	0.0
Sub-bituminous Coal	0	0.0	0.0
Lignite Coal	0	0.0	0.0
Mixed (Commercial Sector)	0	0.0	0.0
Mixed (Electric Power Sector)	0	0.0	0.0
Mixed (Industrial Coking)	0	0.0	0.0
Mixed (Industrial Sector)	0	0.0	0.0
Coal Coke	0	0.0	0.0
Other Fuels - Solid			
Municipal Solid Waste	0	0.0	0.0
Petroleum Coke (Solid)	0	0.0	0.0
Plastics	0	0.0	0.0
Tires	0	0.0	0.0
Gaseous Fuels			
Natural Gas	4,497,402	85,090.4	8,261.2
Propane Gas	0	0.0	0.0
Landfill Gas	0	0.0	0.0
Petroleum Products			
Distillate Fuel Oil No. 2	0	0.0	0.0
Residual Fuel Oil No. 6	0	0.0	0.0
Kerosene	0	0.0	0.0
Liquefied Petroleum Gases (LPG)	0	0.0	0.0
Total Fossil Fuel Emissions	**4,497,402**	**85,090.4**	**8,261.2**
Biomass Fuels - Solid			
Agricultural Byproducts	0	0.0	0.0
Peat	0	0.0	0.0
Solid Byproducts	0	0.0	0.0

Wood and Wood Residuals	0	0.0	0.0
Biomass Fuels - Liquid			
Biodiesel (100%)	0	0.0	0.0
Ethanol (100%)	0	0.0	0.0
Rendered Animal Fat	0	0.0	0.0
Vegetable Oil	0	0.0	0.0
Total Non-Fossil Fuel Emissions	**0**	**0.0**	**0.0**
Total Emissions for all Fuels	**4,497,402**	**85,090.4**	**8,261.2**

Total CO_2 Equivalent Emissions (metric tons) - Stationary Combustion	**4,502.0**
Total Biomass CO_2 Equivalent Emissions (metric tons) - Stationary Combustion	**0.0**

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Scope 1 Emissions from Mobile Sources

Guidance

(A) Enter annual data for each vehicle or group of vehicles (grouped by vehicle type, vehicle year, and fuel type) in ORANGE cells in **Table 1**. Example entry is shown in first row (GREEN *Italics*). Only enter vehicles owned or leased by your organization on this sheet. All other vehicle use such as employee commuting or business travel is considered a scope 3 emissions source and should be reported in the corresponding scope 3 sheets.

- *Note: The latest mobile combustion factors reflect year 2021 data. Therefore, for all vehicle model years 2022 onward, the 2021 year factor is used.*
- *Select "On-Road" or "Non-Road" from the drop down box to determine the Vehicle Types available. You* ***must make this selection before picking the vehicle type.***
- Select "Vehicle Type" from drop down box (closest type available).
- Enter "Fuel Usage" in appropriate units (units appear when vehicle type is selected).
  - If mileage or fuel usage is unknown, estimate using approximate fuel economy values from the manufacturer, www.fueleconomy.gov, or the Reference Table below.
  - Vehicle year and Miles traveled are not necessary for non-road equiment.

(B) When using biofuels, typically the biofuel (biodiesel or ethanol) is mixed with a petroleum fuel (diesel or gasoline) for use in vehicles. Enter the biodiesel and ethanol percentages of the fuel if known, or leave default values shown below.

Biodiesel Percent:	20	%
Ethanol Percent:	80	%

(C) Biomass CO_2 emissions from biodiesel and ethanol are not reported in the total emissions, but are reported separately at the bottom of the sheet.

Table 1. Mobile Source Fuel Combustion and Miles Traveled

Source ID	Source Description	On-Road or Non-Road?	Vehicle Type	Vehicle Year	Fuel Usage	Units	Miles Traveled
Fleet-012	*HQ Fleet*	*OnRoad*	*Passenger Cars - Gasoline*	*2019*	*500*	*gal*	*12,400*
Construction - Commuters	Passenger Cars	OnRoad	Passenger Cars - Gasoline	2019	12,166	gal	219,000
Construction - Dump Trucks	Dump Trucks	OnRoad	Medium- and Heavy-Duty Vehicles - Diesel	2019	28,815	gal	219,000
Construction - Semi-trucks	Semis	OnRoad	Medium- and Heavy-Duty Vehicles - Diesel	2019	35,322	gal	219,000
Construction Equipment - Small Eng	Loaders, Dozers, Graders	NonRoad	Construction/Mining Equipment - Diesel Equipment		342,188	gal	
Construction Equipment - Large Eng	Excavator, Crane	NonRoad	Construction/Mining Equipment - Diesel Off-Road Trucks		228,125	gal	
Residents	Passenger Cars	OnRoad	Passenger Cars - Gasoline	2019	614,736	gal	31,488,000
Employees	Passenger Cars	OnRoad	Passenger Cars - Gasoline	2019	64,035	gal	2,400,000
Delivery Trucks	Delivery Trucks	OnRoad	Medium- and Heavy-Duty Vehicles - Diesel	2019	6,814	gal	84,000

Reference Table: Average Fuel Economy by Vehicle Type

Vehicle Type	Average Fuel Economy (mpg)
Passenger Cars	24.8
Other 2-Axle, 4-Tire Vehicles	18.1
Motorcycles	44.0
Single unit 2-Axle 6-Tire or More Trucks	7.9
Combination Trucks	6.9
Diesel Buses (Diesel Heavy-Duty Vehicles)	7.4

Average mpg values from the U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2022 (Updated February 2024), Table VM-1.

GHG Emissions

Total Organization-Wide Mobile Source Fuel Usage and CO_2 Emissions (On-Road and Off-Road Vehicles)

Fuel Type	Fuel Usage	Units	CO_2 (kg)	
Motor Gasoline	690,937	gallons	6,066,427	
Diesel Fuel	641,264	gallons	6,547,305	
Residual Fuel Oil	0	gallons	0	
Aviation Gasoline	0	gallons	0	
Kerosene-Type Jet Fuel	0	gallons	0	
Liquefied Petroleum Gases (LPG)	0	gallons	0	
Ethanol	0	gallons	0	*Note: emissions here are only for the ga*
Biodiesel	0	gallons	0	*Note: emissions here are only for the die*
Liquefied Natural Gas (LNG)	0	gallons	0	
Compressed Natural Gas (CNG)	0	scf	0	

Total Organization-Wide On-Road Gasoline Mobile Source Mileage and CH_4/N_2O Emissions

Vehicle Type	Vehicle Year	Mileage (miles)	CH_4 (g)	N_2O (g)
Passenger Cars - Gasoline	1984-93	0	0.0	0.0
	1994	0	0.0	0.0
	1995	0	0.0	0.0
	1996	0	0.0	0.0
	1997	0	0.0	0.0
	1998	0	0.0	0.0
	1999	0	0.0	0.0
	2000	0	0.0	0.0
	2001	0	0.0	0.0
	2002	0	0.0	0.0
	2003	0	0.0	0.0
	2004	0	0.0	0.0
	2005	0	0.0	0.0
	2006	0	0.0	0.0
	2007	0	0.0	0.0
	2008	0	0.0	0.0
	2009	0	0.0	0.0
	2010	0	0.0	0.0
	2011	0	0.0	0.0
	2012	0	0.0	0.0
	2013	0	0.0	0.0
	2014	0	0.0	0.0
	2015	0	0.0	0.0
	2016	0	0.0	0.0
	2017	0	0.0	0.0
	2018	0	0.0	0.0
	2019	34,107,000	174,116.2	49,523.4
	2020	0	0.0	0.0
	2021	0	0.0	0.0
	2022	0	0.0	0.0
	2023	0	0.0	0.0
	2024	0	0.0	0.0
Light-Duty Trucks - Gasoline	1987-93	0	0.0	0.0
(Vans, Pickup Trucks, SUVs)	1994	0	0.0	0.0
	1995	0	0.0	0.0
	1996	0	0.0	0.0
	1997	0	0.0	0.0
	1998	0	0.0	0.0
	1999	0	0.0	0.0
	2000	0	0.0	0.0
	2001	0	0.0	0.0
	2002	0	0.0	0.0
	2003	0	0.0	0.0
	2004	0	0.0	0.0
	2005	0	0.0	0.0
	2006	0	0.0	0.0
	2007	0	0.0	0.0
	2008	0	0.0	0.0
	2009	0	0.0	0.0
	2010	0	0.0	0.0
	2011	0	0.0	0.0
	2012	0	0.0	0.0
	2013	0	0.0	0.0
	2014	0	0.0	0.0
	2015	0	0.0	0.0
	2016	0	0.0	0.0
	2017	0	0.0	0.0
	2018	0	0.0	0.0
	2019	0	0.0	0.0
	2020	0	0.0	0.0
	2021	0	0.0	0.0
	2022	0	0.0	0.0
	2023	0	0.0	0.0
	2024	0	0.0	0.0
Heavy-Duty Vehicles - Gasoline	1985-86	0	0.0	0.0
	1987	0	0.0	0.0
	1988-1989	0	0.0	0.0
	1990-1995	0	0.0	0.0
	1996	0	0.0	0.0
	1997	0	0.0	0.0
	1998	0	0.0	0.0
	1999	0	0.0	0.0
	2000	0	0.0	0.0
	2001	0	0.0	0.0
	2002	0	0.0	0.0
	2003	0	0.0	0.0
	2004	0	0.0	0.0
	2005	0	0.0	0.0
	2006	0	0.0	0.0
	2007	0	0.0	0.0
	2008	0	0.0	0.0

	2009	0	0.0	0.0
	2010	0	0.0	0.0
	2011	0	0.0	0.0
	2012	0	0.0	0.0
	2013	0	0.0	0.0
	2014	0	0.0	0.0
	2015	0	0.0	0.0
	2016	0	0.0	0.0
	2017	0	0.0	0.0
	2018	0	0.0	0.0
	2019	0	0.0	0.0
	2020	0	0.0	0.0
	2021	0	0.0	0.0
	2022	0	0.0	0.0
	2023	0	0.0	0.0
	2024	0	0.0	0.0
Motorcycles - Gasoline	1960-1995	0	0.0	0.0
	1996-2005	0	0.0	0.0
	2006-2024	0	0.0	0.0

Total Organization-Wide On-Road Non-Gasoline Mobile Source Mileage and CH_4/N_2O Emissions

Vehicle Type	Fuel Type	Vehicle Year	Mileage (miles)	CH_4 (g)	N_2O (g)
Passenger Cars - Diesel	Diesel	1960-1982	0	0.0	0.0
		1983-2006	0	0.0	0.0
		2007-2024	0	0.0	0.0
Light-Duty Trucks - Diesel	Diesel	1960-1982	0	0.0	0.0
		1983-2006	0	0.0	0.0
		2007-2024	0	0.0	0.0
Medium- and Heavy-Duty Vehicles -	Diesel	1960-2006	0	0.0	0.0
		2007-2024	522,000	4,959.0	22,498.2
Light-Duty Cars	Methanol		0	0.0	0.0
	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Light-Duty Trucks	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Medium-Duty Trucks	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Heavy-Duty Trucks	Methanol		0	0.0	0.0
	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0
Buses	Methanol		0	0.0	0.0
	Ethanol		0	0.0	0.0
	CNG		0	0.0	0.0
	LPG		0	0.0	0.0
	LNG		0	0.0	0.0
	Biodiesel		0	0.0	0.0

Total Organization-Wide Non-Road Mobile Source Fuel Usage and CH_4/N_2O Emissions

Vehicle Type	Fuel Type	Fuel Usage (gallons)	CH_4 (g)	N_2O (g)
Ships and Boats	Residual Fuel Oil	0	0.0	0.0
	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
Locomotives	Diesel	0	0.0	0.0
Aircraft	Jet Fuel	0	0.0	0.0
	Aviation Gasoline	0	0.0	0.0
Agricultural Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Gasoline Off-Road Trucks	0	0.0	0.0
	Diesel Equipment	0	0.0	0.0
	Diesel Off-Road Trucks	0	0.0	0.0
	LPG	0	0.0	0.0
Construction/Mining Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Gasoline Off-Road Trucks	0	0.0	0.0
	Diesel Equipment	342188	346170.9	322146.4
	Diesel Off-Road Trucks	228125	208211.9	126674.3
	LPG	0	0.0	0.0
Lawn and Garden Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Airport Equipment	Gasoline	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Industrial/Commercial Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Logging Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
Railroad Equipment	Gasoline	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0
Recreational Equipment	Gasoline (2 stroke)	0	0.0	0.0
	Gasoline (4 stroke)	0	0.0	0.0
	Diesel	0	0.0	0.0
	LPG	0	0.0	0.0

Total CO_2 Equivalent Emissions (metric tons) - Mobile Sources	**12,772.3**
Total Biomass CO_2 Equivalent Emissions (metric tons) - Mobile Sources	**0.0**

Scope 2 Emissions from Purchase of Electricity

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

The Indirect Emissions from Purchased Electricity Guidance document provides guidance for quantifying two scope 2 emissions totals, using a **location-based method** and a **market-based method**. The organization should quantify and report both totals in its GHG inventory. The location-based method considers average emission factors for the electricity grids that provide electricity. The market-based method considers contractual arrangements under which the organization procures electricity from specific sources, such as renewable energy.

(A) Enter total annual electricity purchased in kWh and each eGRID subregion for each facility or site in ORANGE cells of **Table 1**.
(B) If electricity consumption data are not available for a facility, an estimate should be made for completeness.
See the "Items to Note" section of the Help sheet for suggested estimation approaches.
(C) Select "eGRID subregion" from drop box and enter "Electricity Purchased."
- Use map (Figure 1) at bottom of sheet to determine appropriate eGRID subregion. If subregion cannot be determined from the map, find the correct subregion by entering the location's zip code into EPA's Power Profiler:
https://www.epa.gov/egrid/power-profiler#/
(D) See the market-based emission factor hierarchy on the market-based method Help sheet. If any of the first four types of emission factors are applicable, enter the factors in the yellow cells marked as "<enter factor>". If not, leave the yellow cells as is, and eGRID subregion factors will be used for market-based emissions.

Example entry is shown in first row (*GREEN Italics*) for a facility that purchases RECs for 100% of its consumption, and therefore has a market-based emission factor of 0.

Tips: Enter electricity usage by location and then look up the eGRID subregion for each location.
If you purchase renewable energy that is less than 100% of your site's electricity, see the example in the market-based method Help sheet.

Table 1. Total Amount of Electricity Purchased by eGRID Subregion

					Market-Based						Location-Based		
					Use these cells to enter applicable market-based emission factors								
					Emission Factors			Emissions			Emissions		
Source ID	Source Description	Source Area (sq ft)	eGRID Subregion *where electricity is consumed*	Electricity Purchased (kWh)	CO_2 Emissions (lb/MWh)	CH_4 Emissions (lb/MWh)	N_2O Emissions (lb/MWh)	CO_2 Emissions (lb)	CH_4 Emissions (lb)	N_2O Emissions (lb)	CO_2 Emissions (lb)	CH_4 Emissions (lb)	N_2O Emissions (lb)
Bldg-012	*East Power Plant*	*12,517*	*HICC Miscellaneous*	*200,000*	*0*	*0*	*0*	*0.0*	*0.0*	*0.0*	*231,097.2*	*24.8*	*3.8*
Residential	Multifamily Units (Apartment Units)		MRO West	9,416,339	1239.8	0.138	0.02	11,674,377.1	1,299.5	188.3	8,818,260.2	960.5	141.2
Residential	Townhome Units		MRO West	1,399,116	1239.8	0.138	0.02	1,734,624.0	193.1	28.0	1,310,251.1	142.7	21.0
Commercial	Commercial - Retail	270,000	MRO West	5,103,000	936.5	0.102	0.015	4,778,959.5	520.5	76.5	4,778,883.0	520.5	76.5
Commercial	Commercial - Other	254,000	MRO West	4,800,600	936.5	0.102	0.015	4,495,761.9	489.7	72.0	4,495,689.9	489.7	72.0
Commercial	Hospitality	15,000	MRO West	204,000	936.5	0.102	0.015	191,046.0	20.8	3.1	191,042.9	20.8	3.1
Commercial	Hotel	315,000	MRO West	4,284,000	936.5	0.102	0.015	4,011,966.0	437.0	64.3	4,011,901.7	437.0	64.3
Industrial	Light Industrial	650,000	MRO West	4,095,000	936.5	0.102	0.015	3,834,967.5	417.7	61.4	3,834,906.1	417.7	61.4
Rec	Sports Complex	250,000	MRO West	3,475,000	936.5	0.102	0.015	3,254,337.5	354.5	52.1	3,254,285.4	354.5	52.1
					<enter factor>	<enter factor>	<enter factor>						
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					<enter factor>	<enter factor>	<enter factor>						
					<enter factor>	<enter factor>	<enter factor>						
Total Emissions for All Sources				**32,777,055**				**33,976,039.5**	**3,732.6**	**545.7**	**30,695,220.4**	**3,343.3**	**491.7**

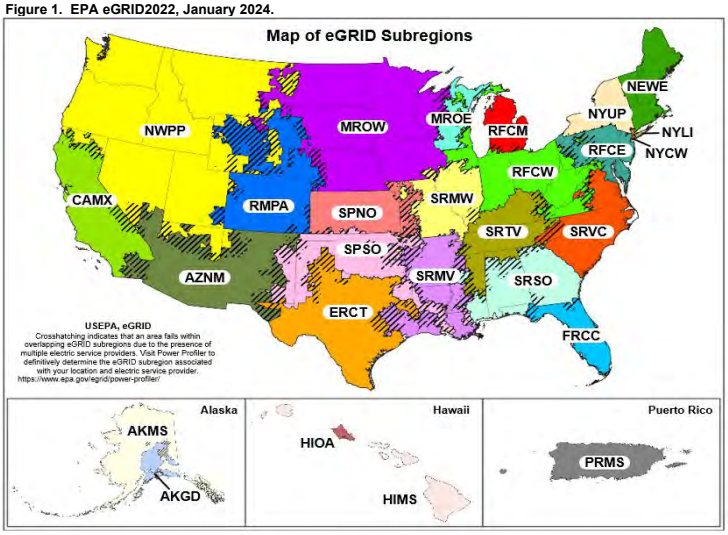
GHG Emissions

CO_2 Equivalent Emissions (metric tons)	
Location-Based Electricity Emissions	14,024.9
Market-Based Electricity Emissions	15,524.5

Notes:

1. CO_2, CH_4 and N_2O emissions are estimated using methodology provided in EPA's Center for Corporate Climate Leadership Greenhouse Gas Inventory Guidance - Indirect Emissions from Purchased Electricity (January 2016).

Figure 1. EPA eGRID2022, January 2024.



Scope 2 Emissions from Purchase of Steam

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

(A) Enter annual data for each facility or site in ORANGE cells in **Table 1**.
- Enter amount of steam purchased in mmBtu. Heat Content conversions can be found on the "Heat Content" sheet.
- Select "Fuel Type" from drop box to indicate the fuel used to generate the steam.
-- If "Fuel Type" is not known, select "Natural Gas" from drop box as default value.
-- If more than one fuel type is used, enter multiple rows, apportioning the steam using the same percentages as the fuel mix.

(B) If steam is purchased at a facility but steam consumption data are not available, an estimate should be made for completeness.
See the "Items to Note" section of the Help sheet for suggested estimation approaches.

(C) Preferred Method (steam emission factors ARE available from your supplier). Example entry is shown in first data row (*GREEN Italics*).
- Enter supplier emission factors for CO_2, CH_4, and N_2O in the purple cells marked as "<enter factor>" if available, otherwise leave factor cells blank.
- These should be expressed in lb / mmBtu of Steam. Heat Content conversions can be found on the "Heat Content" sheet.
- Boiler Efficiency is not necessary if emission factors are available.
- Typically supplier emission factors for steam will apply to both location-based and market-based emissions, and no market-based emission factors need to be entered. However, if there are different applicable market-based emission factors, enter the factors in the yellow cells marked as "<enter factor>". If needed, see the market-based method Help Sheet for guidance.

(D) Alternative Method (supplier-specific emission factors are NOT available). Example entry is shown in second data row (*BLUE Italics*).
- Enter boiler efficiency. If boiler efficiency is not known, use 80% as default value. Do not enter market-based emission factors.

Table 1. Fuel, Boiler, Steam and Emission Factor Data for Steam Purchased

						Location-Based *Use these cells to enter emission factors from the steam supplier (if available)*						Market-Based *Use these cells to enter market-based emission factors if different than the supplier emission factors.*					
						Emission Factors			Emissions			Emission Factors			Emissions		
Source ID	Source Description	Source Area (sq ft)	Fuel Type	Boiler Efficiency (%)	Steam Purchased (mmBtu)	CO_2 Factor (kg / mmBtu)	CH_4 Factor (g / mmBtu)	N_2O Factor (g / mmBtu)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)	CO_2 Factor (kg / mmBtu)	CH_4 Factor (g / mmBtu)	N_2O Factor (g / mmBtu)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
Bldg-011	*Office*	*5,000*	*Natural Gas*	*80*	*5,000*	*72.00*	*1.50*	*0.60*	*450,000*	*9,375*	*3,750*	70.00	1.00	0.50	*437,500*	*6,250*	*3,125*
Bldg-012	*Steam-Blr Room*	*2,000*	*Sub-bituminous Coal*	*80*	*1,000*	<enter factor>	<enter factor>	<enter factor>	121,463	13,750	2,000	<enter factor>	<enter factor>	<enter factor>	121,463	13,750	2,000
						<enter factor>	<enter factor>	<enter factor>				<enter factor>	<enter factor>	<enter factor>		

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U.S. Environmental Protection Agency

Scope 3 Emissions from Business Travel

Guidance

(A) Enter annual data in ORANGE cells in the table corresponding to the transport method. Example entry is shown in first row (*GREEN Italics*).
(B) Mileage data can be entered for individual trips or individual employees, or miles for multiple employees can be subtotaled by vehicle type or flight length.
(C) For employees traveling by car, select "Vehicle Type" and enter miles traveled (vehicle-miles) in **Table 1**.
(D) For employees traveling by rail or bus, select "Vehicle Type" and enter miles traveled (passenger-miles) in **Table 2**.
(E) For employees traveling by air, select "Flight Length" and enter miles traveled (passenger-miles) in **Table 3**.

--- Note: The emission factors for air travel do not include radiative forcing. Per the GHG Protocol, for air travel emission factors, multipliers or other corrections to account for radiative forcing may be applied to the GWP of emissions arising from aircraft transport. If applied, companies should disclose the specific factor used.

Table 1. Personal Vehicle, Rental Car or Taxi - Business Travel by Vehicle-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Vehicle Type	Vehicle-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Passenger Car*	*100*	*18*	*0.5*	*0.3*
Total for all Personal Vehicle Business Travel				0	0.0	0.0

Table 2. Rail or Bus - Business Travel by Passenger-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Vehicle Type	Passenger-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Transit Rail (i.e. Subway, Tram)*	*100*	*9*	*0.7*	*0.1*

Total for all Air Business Travel				0.0	0.0	0.0

GHG Emissions

Total CO_2 Emissions by Travel Type

Transport Type	CO_2 (kg)	CH_4 (g)	N_2O (g)
Passenger Car	0.0	0.0	0.0
Light-Duty Truck	0.0	0.0	0.0
Motorcycle	0.0	0.0	0.0
Intercity Rail - Northeast Corridor	0.0	0.0	0.0
Intercity Rail - Other Routes	0.0	0.0	0.0
Intercity Rail - National Average	0.0	0.0	0.0
Commuter Rail	0.0	0.0	0.0
Transit Rail (i.e. Subway, Tram)	0.0	0.0	0.0
Bus	0.0	0.0	0.0
Air Short Haul (< 300 miles)	0.0	0.0	0.0
Air Medium Haul (>= 300 miles, < 2300 miles)	0.0	0.0	0.0
Air Long Haul (>= 2300 miles)	0.0	0.0	0.0

Total CO_2 Equivalent Emissions (metric tons) - Business Travel	**0.0**

Scope 3 Emissions from Employee Commuting

EPA CENTER FOR CORPORATE CLIMATE LEADERSHIP
U.S. Environmental Protection Agency

Guidance

(A) Enter annual data in ORANGE cells in the table corresponding to the transport method. Example entry is shown in first row (*GREEN Italics*).
(B) For employees commuting in a personal vehicle, select the "Vehicle Type" and enter miles traveled (vehicle-miles) in **Table 1**.
(C) For employees commuting using public transportation, select the "Transport Type" and enter miles traveled (passenger-miles) in **Table 2**.

Tip: If more than one employee travels by the same vehicle type or transport type, miles can be combined and entered in one row.

Table 1. Personal Vehicle - Employee Commuting by Vehicle-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Vehicle Type	Vehicle-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Passenger Car*	*100*	*18*	*0.5*	*0.3*
Total for all Personal Vehicle Employee Commuting				0	0.0	0.0

Table 2. Public Transportation - Employee Commuting by Passenger-Miles (CO_2, CH_4 and N_2O)

Source ID	Source Description	Transport Type	Passenger-Miles (miles)	CO_2 Emissions (kg)	CH_4 Emissions (g)	N_2O Emissions (g)
JD-001	*John Doe 1*	*Bus*	*100*	*7*	*0*	*0.2*
Total for all Public Transportation Employee Commuting				0	0.0	0.0

GHG Emissions

Total CO_2 Emissions by Commuting Type

Transport Type	CO_2 (kg)	CH_4 (g)	N_2O (g)
Passenger Car	0	0.0	0.0
Light-Duty Truck	0	0.0	0.0
Motorcycle	0	0.0	0.0
Intercity Rail - Northeast Corridor	0	0.0	0.0
Intercity Rail - Other Routes	0	0.0	0.0
Intercity Rail - National Average	0	0.0	0.0
Commuter Rail	0	0.0	0.0
Transit Rail (i.e. Subway, Tram)	0	0.0	0.0
Bus	0	0.0	0.0

Total CO_2 Equivalent Emissions (metric tons) - Commuting	0.0

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U.S. Environmental Protection Agency

Scope 3 Emissions from Waste

Guidance

(A) Enter annual waste data in ORANGE cells. Example entry is shown in first row (*GREEN Italics*).

(B) First, choose the appropriate material then the disposal method from the drop down options. For the average-data method, use one of the mixed material types, such as mixed MSW. If the exact waste material is not available, consider an appropriate proxy. For example, dimensional lumber can be used as a proxy for wood furniture.

(C) Choose an appropriate disposal method. Note that not all disposal methods are available for all materials. If there is a #NA or # Value error in the emissions column, you must pick a new material type or appropriate disposal method.

Table 1. Waste Disposal Weight by Waste Material and Disposal Method (CO_2, CH_4 and N_2O)

Source ID	Source Description	Waste Material	Disposal Method	Weight	Unit	CO_2e Emissions (kg)
Bldg-012	*East Power Plant Finished Goods*	*Copper Wire*	*Landfilled*	*1,000*	*metric ton*	*22,040*
Residential Buildings	Residential Waste	Mixed MSW municipal solid waste	Landfilled	6,303	short ton	*3,655,740*
Residential Buildings	Residential Recycling	Mixed Recyclables	Recycled	2,257	short ton	*203,130*
Residential Buildings	Residential Compost	Mixed Organics	Composted	846	short ton	*109,980*
Commercial Buildings	Commercial Waste	Mixed MSW municipal solid waste	Landfilled	1,313	short ton	*761,540*
Commercial Buildings	Commercial Recycling	Mixed Recyclables	Recycled	470	short ton	*42,300*
Commercial Buildings	Commercial Compost	Mixed Organics	Composted	176	short ton	*22,880*

Total Emissions by Disposal Method

Waste Material	CO_2e (kg)
Recycled	245430
Landfilled	4417280
Combusted	0
Composted	132860
Anaerobically Digested (Dry Digestate with Curing)	0
Anaerobically Digested (Wet Digestate with Curing)	0

Total CO_2 Equivalent Emissions (metric tons) - Waste	**4,795.6**

Appendix D

Early Agency Coordination

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
Phone: (952) 858-0793

In Reply Refer To: 04/05/2024 13:38:47 UTC
Project Code: 2024-0073307
Project Name: Rochester Technical Campus

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

This response has been generated by the Information, Planning, and Conservation (IPaC) system to provide information on natural resources that could be affected by your project. The U.S. Fish and Wildlife Service (Service) provides this response under the authority of the Endangered Species Act of 1973 (16 U.S.C. 1531-1543), the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Fish and Wildlife Coordination Act (16 U.S.C. 661 *et seq.*).

Threatened and Endangered Species
The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirement for obtaining a Technical Assistance Letter from the U.S. Fish and Wildlife Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

Consultation Technical Assistance
Please refer to refer to our Section 7 website for guidance and technical assistance, including step-by-step instructions for making effects determinations for each species that might be present and for specific guidance on the following types of projects: projects in developed areas, HUD, CDBG, EDA, USDA Rural Development projects, pipelines, buried utilities, telecommunications, and requests for a Conditional Letter of Map Revision (CLOMR) from FEMA.

We recommend running the project (if it qualifies) through our **Minnesota-Wisconsin Federal Endangered Species Determination Key (Minnesota-Wisconsin ("D-key"))**. A demonstration video showing how-to access and use the determination key is available. Please note that the Minnesota-Wisconsin D-key is the third option of 3 available d-keys. D-keys are tools to help Federal agencies and other project proponents determine if their proposed action has the potential to adversely affect federally listed species and designated critical habitat. The Minnesota-Wisconsin D-key includes a structured set of questions that assists a project proponent in determining whether a proposed project qualifies for a certain predetermined consultation outcome for all federally listed species found in Minnesota and Wisconsin (except for the northern long-eared bat- see below), which includes determinations of “no effect” or “may affect, not likely to adversely affect." In each case, the Service has compiled and analyzed the best available information on the species’ biology and the impacts of certain activities to support these determinations.

If your completed d-key output letter shows a "No Effect" (NE) determination for all listed species, print your IPaC output letter for your files to document your compliance with the Endangered Species Act.

For Federal projects with a “Not Likely to Adversely Affect” (NLAA) determination, our concurrence becomes valid if you do not hear otherwise from us after a 30-day review period, as indicated in your letter.

If your d-key output letter indicates additional coordination with the Minnesota-Wisconsin Ecological Services Field Office is necessary (i.e., you get a “May Affect” determination), you will be provided additional guidance on contacting the Service to continue ESA coordination outside of the key; ESA compliance cannot be concluded using the key for “May Affect” determinations unless otherwise indicated in your output letter.

Note: Once you obtain your official species list, you are not required to continue in IPaC with d-keys, although in most cases these tools should expedite your review. If you choose to make an effects determination on your own, you may do so. If the project is a Federal Action, you may want to review our section 7 step-by-step instructions before making your determinations.

Using the IPaC Official Species List to Make No Effect and May Affect Determinations for Listed Species

1. If IPaC returns a result of “There are no listed species found within the vicinity of the project,” then project proponents can conclude the proposed activities will have **no effect** on any federally listed species under Service jurisdiction. Concurrence from the Service is not required for **no effect** determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.
2. If IPaC returns one or more federally listed, proposed, or candidate species as potentially present in the action area of the proposed project – other than bats (see below) – then project proponents must determine if proposed activities will have **no effect** on or **may affect** those species. For assistance in determining if suitable habitat for listed, candidate, or proposed species occurs within your project area or if species may be affected by project activities, you can obtain Life History Information for Listed and Candidate Species on our office website. If no impacts will occur to a species on the IPaC species list (e.g., there is no habitat present in the project area), the appropriate determination is **no effect**. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

3. Should you determine that project activities **may affect** any federally listed, please contact our office for further coordination. Letters with requests for consultation or correspondence about your project should include the Consultation Tracking Number in the header. Electronic submission is preferred.

Northern Long-Eared Bats
Northern long-eared bats occur throughout Minnesota and Wisconsin and the information below may help in determining if your project may affect these species.

This species hibernates in caves or mines only during the winter. In Minnesota and Wisconsin, the hibernation season is considered to be November 1 to March 31. During the active season (April 1 to October 31) they roost in forest and woodland habitats. Suitable summer habitat for northern long-eared bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees and/or snags ≥3 inches dbh for northern long-eared bat that have exfoliating bark, cracks, crevices, and/or hollows), as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit the characteristics of a potential roost tree and are located within 1,000 feet (305 meters) of forested/wooded habitat. Northern long-eared bats have also been observed roosting in human-made structures, such as buildings, barns, bridges, and bat houses; therefore, these structures should also be considered potential summer habitat and evaluated for use by bats. If your project will impact caves or mines or will involve clearing forest or woodland habitat containing suitable roosting habitat, northern long-eared bats could be affected.

Examples of unsuitable habitat include:

- Individual trees that are greater than 1,000 feet from forested or wooded areas,
- Trees found in highly developed urban areas (e.g., street trees, downtown areas),
- A pure stand of less than 3-inch dbh trees that are not mixed with larger trees, and
- A monoculture stand of shrubby vegetation with no potential roost trees.

If IPaC returns a result that northern long-eared bats are potentially present in the action area of the proposed project, project proponents can conclude the proposed activities **may affect** this species **IF** one or more of the following activities are proposed:

- Clearing or disturbing suitable roosting habitat, as defined above, at any time of year,
- Any activity in or near the entrance to a cave or mine,
- Mining, deep excavation, or underground work within 0.25 miles of a cave or mine,
- Construction of one or more wind turbines, or
- Demolition or reconstruction of human-made structures that are known to be used by bats based on observations of roosting bats, bats emerging at dusk, or guano deposits or stains.

If none of the above activities are proposed, project proponents can conclude the proposed activities will have **no effect** on the northern long-eared bat. Concurrence from the Service is not required for **No**

Effect determinations. No further consultation or coordination is required. Attach this letter to the dated IPaC species list report for your records.

If any of the above activities are proposed, and the northern long-eared bat appears on the user's species list, the federal project user will be directed to either the range-wide northern long-eared bat D-key or the Federal Highways Administration, Federal Railways Administration, and Federal Transit Administration Indiana bat/ Northern long-eared bat D-key, depending on the type of project and federal agency involvement. Similar to the Minnesota-Wisconsin D-key, these d-keys helps to determine if prohibited take might occur and, if not, will generate an automated verification letter.

Please note: On November 30, 2022, the Service published a proposal final rule to reclassify the northern long-eared bat as endangered under the Endangered Species Act. On January 26, 2023, the Service published a 60-day extension for the final reclassification rule in the Federal Register, moving the effective listing date from January 30, 2023, to March 31, 2023. This extension will provide stakeholders and the public time to preview interim guidance and consultation tools before the rule becomes effective. When available, the tools will be available on the Service's northern long-eared bat website (https://www.fws.gov/species/northern-long-eared-bat-myotis-septentrionalis). Once the final rule goes into effect on March 31, 2023, the 4(d) D-key will no longer be available (4(d) rules are not available for federally endangered species) and will be replaced with a new Range-wide NLEB D-key (range-wide d-key). For projects not completed by March 31, 2023, that were previously reviewed under the 4(d) d-key, there may be a need for reinitiation of consultation. For these ongoing projects previously reviewed under the 4(d) d-key that may result in incidental take of the northern long-eared bat, we recommend you review your project using the new range-wide d-key once available. If your project does not comply with the range-wide d-key, it may be eligible for use of the Interim (formal) Consultation framework (framework). The framework is intended to facilitate the transition from the 4(d) rule to typical Section 7 consultation procedures for federally endangered species and will be available only until spring 2024. Again, when available, these tools (new range-wide d-key and framework) will be available on the Service's northern long-eared bat website.

Whooping Crane

Whooping crane is designated as a non-essential experimental population in Wisconsin and consultation under Section 7(a)(2) of the Endangered Species Act is only required if project activities will occur within a National Wildlife Refuge or National Park. If project activities are proposed on lands outside of a National Wildlife Refuge or National Park, then you are not required to consult. For additional information on this designation and consultation requirements, please review "Establishment of a Nonessential Experimental Population of Whooping Cranes in the Eastern United States."

Other Trust Resources and Activities

Bald and Golden Eagles - Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. Should bald or golden eagles occur within or near the project area please contact our office for further coordination. For communication and wind energy projects, please refer to additional guidelines below.

Migratory Birds - The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the

mortality of migratory birds whenever possible and we encourage implementation of recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.

Communication Towers - Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed voluntary guidelines for minimizing impacts.

Transmission Lines - Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to guidelines developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.

Wind Energy - To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's Wind Energy Guidelines. In addition, please refer to the Service's Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

State Department of Natural Resources Coordination
While it is not required for your Federal section 7 consultation, please note that additional state endangered or threatened species may also have the potential to be impacted. Please contact the Minnesota or Wisconsin Department of Natural Resources for information on state listed species that may be present in your proposed project area.

Minnesota
Minnesota Department of Natural Resources - Endangered Resources Review Homepage
Email: Review.NHIS@state.mn.us

Wisconsin
Wisconsin Department of Natural Resources - Endangered Resources Review Homepage
Email: DNRERReview@wi.gov

We appreciate your concern for threatened and endangered species. Please feel free to contact our office with questions or for additional information.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

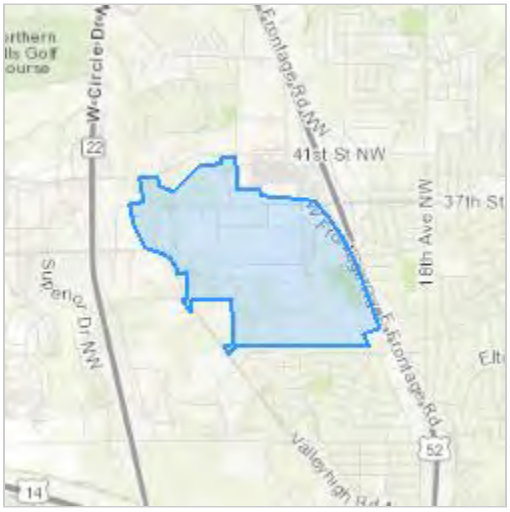
This species list is provided by:

Minnesota-Wisconsin Ecological Services Field Office
3815 American Blvd East
Bloomington, MN 55425-1659
(952) 858-0793

PROJECT SUMMARY

Project Code: 2024-0073307
Project Name: Rochester Technical Campus
Project Type: Mixed-Use Construction
Project Description: Early coordination for a redevelopment of the Rochester Technical Campus. Tear down and rebuild residential, commercial, and industrial buildings.
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@44.0576317,-92.50641524737973,14z



Counties: Olmsted County, Minnesota

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Rusty Patched Bumble Bee *Bombus affinis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9383 General project design guidelines: https://ipac.ecosphere.fws.gov/project/I6TKYPFV7BCM7CZE5WG4XU5C2I/documents/generated/5967.pdf	Endangered

FLOWERING PLANTS

NAME	STATUS
Prairie Bush-clover *Lespedeza leptostachya* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4458	Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats[3], should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

---

1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to Bald Eagle Nesting and Sensitivity to Human Activity

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

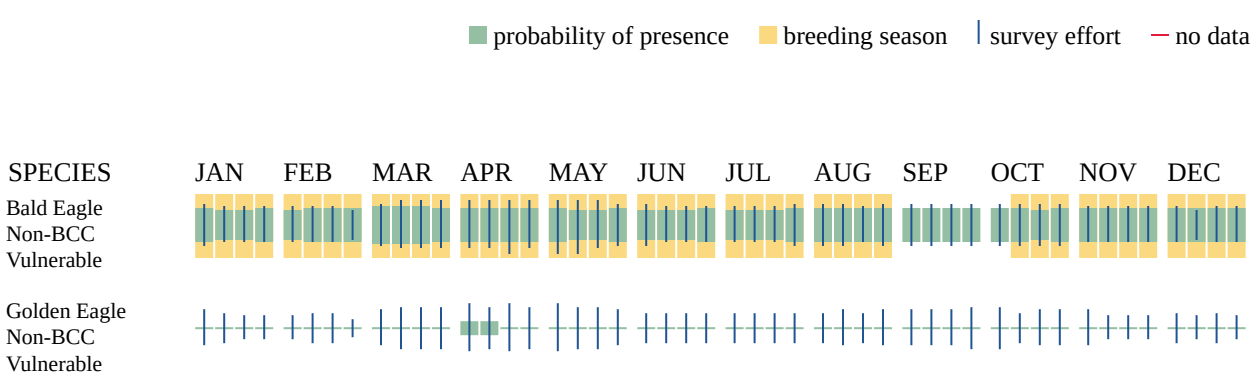
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats[3] should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "Supplemental Information on Migratory Birds and Eagles".

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover *Pluvialis dominica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10561	Breeds elsewhere
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9454	Breeds May 20 to Jul 31
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25

NAME	BREEDING SEASON
Eastern Whip-poor-will *Antrostomus vociferus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10678	Breeds May 1 to Aug 20
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Hudsonian Godwit *Limosa haemastica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9482	Breeds elsewhere
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Pectoral Sandpiper *Calidris melanotos* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Ruddy Turnstone *Arenaria interpres morinella* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/10633	Breeds elsewhere
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere

NAME	BREEDING SEASON
Upland Sandpiper *Bartramia longicauda* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9294	Breeds May 1 to Aug 31
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	Breeds May 10 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

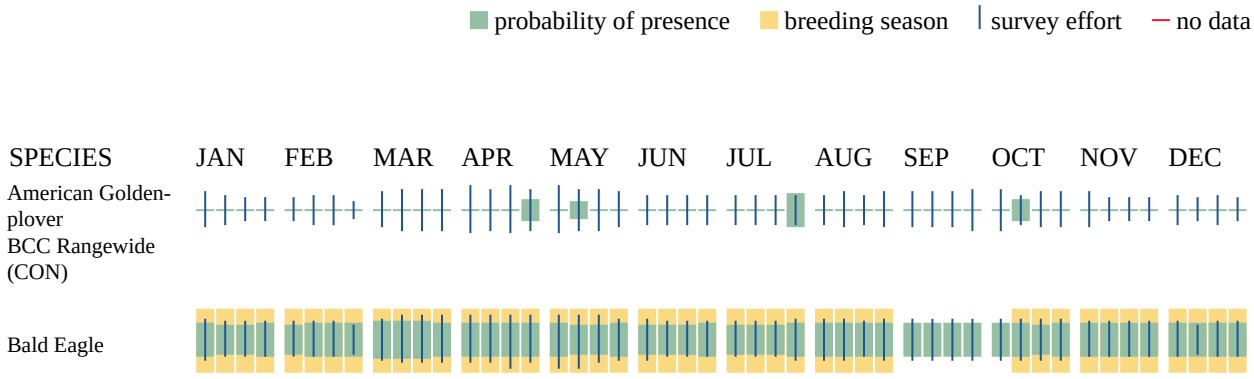
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

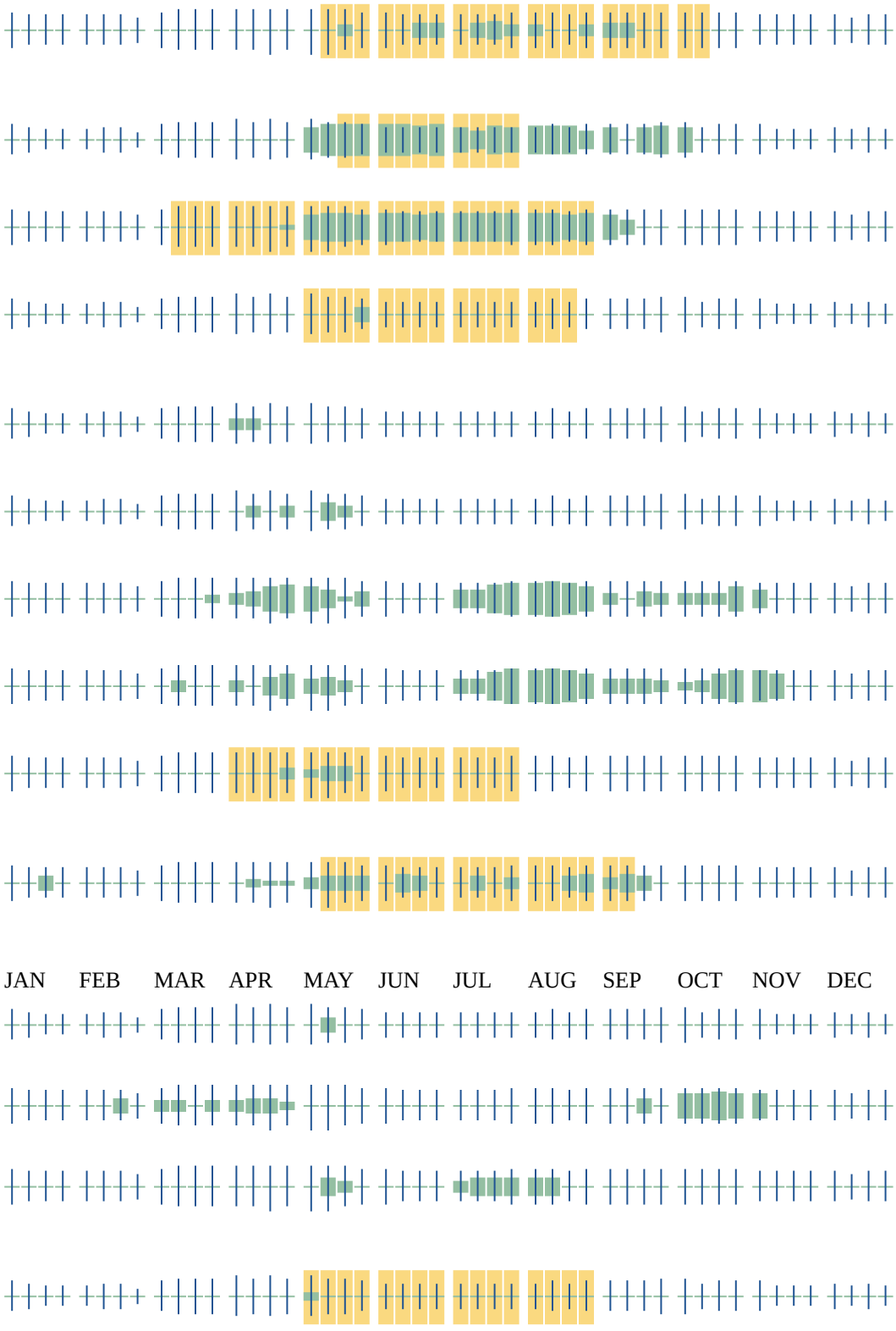
Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

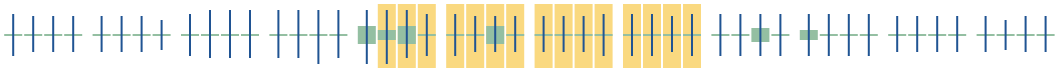
No Data (–)
A week is marked as having no data if there were no survey events for that week.



Non-BCC
Vulnerable



Wood Thrush
BCC Rangewide
(CON)



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER POND

- PUBHh
- PUBFx

FRESHWATER EMERGENT WETLAND

- PEM1Cx
- PEM1B
- PEM1C
- PEM1A
- PEM1Af

FRESHWATER FORESTED/SHRUB WETLAND

- PSS1A
- PFO1B
- PFO1A

RIVERINE

- R4SBC

IPAC USER CONTACT INFORMATION

Agency: Short Elliot Hendrickson Inc
Name: Luke Menden
Address: 3535 Vadnais Center Drive
City: Vadnais Heights
State: MN
Zip: 55110
Email lmenden@sehinc.com
Phone: 6126184453

Minnesota Department of Natural Resources
Division of Ecological & Water Resources
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025

June 7, 2024

Luke Menden
Short Elliott Hendrickson, Inc.

RE: Natural Heritage Review of the proposed **Rochester Technical Campus,**
T107N R14W Sections 20, 21, 22, and 28; Olmsted County

Dear Luke Menden,

For all correspondence regarding the Natural Heritage Review of this project please include the project ID **MCE-2024-00350** in the email subject line.

As requested, the Minnesota Natural Heritage Information System has been reviewed to determine if the proposed project has the potential to impact any rare species or other significant natural features. Based on the project details provided with the request, the following rare features may be impacted by the proposed project:

State-listed Species

- The Natural Heritage Information System (NHIS) tracks bat roost trees and hibernacula plus some acoustic data, but this information is not exhaustive. Even if there are no bat records listed nearby, all of Minnesota's bats, including the federally endangered northern long-eared bat (*Myotis septentrionalis*), can be found throughout Minnesota. During the active season (approximately April-November) bats roost underneath bark, in cavities, or in crevices of both live and dead trees. Tree removal can negatively impact bats by destroying roosting habitat, especially during the pup rearing season when females are forming maternity roosting colonies and the pups cannot yet fly. To minimize these impacts, **the DNR recommends that tree removal be avoided from June 1 through August 15.**

- Please visit the DNR Rare Species Guide for more information on the habitat use of these species and recommended measures to avoid or minimize impacts.

Federally Protected Species

- The area of interest overlaps with a U.S Fish and Wildlife Service (USFWS) Rusty Patched Bumble Bee High Potential Zone. The rusty patched bumble bee *(Bombus affinis)* is federally listed as endangered and is likely to be present in suitable habitat within High Potential Zones. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The rusty patched bumble bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. If applicable, **the DNR recommends reseeding disturbed soils with native species of grasses and forbs using** BWSR Seed Mixes **or** MnDOT Seed Mixes**.**

  To ensure compliance with federal law, please conduct a federal regulatory review using the U.S. Fish and Wildlife Service's online Information for Planning and Consultation (IPaC) tool**.** Please note that all projects, regardless of whether there is a federal nexus, are subject to federal take prohibitions. The IPaC review will determine if prohibited take is likely to occur and, if not, will generate an automated letter. The USFWS RPBB guidance provides guidance on avoiding impacts to rusty patched bumble bee and a key for determining if actions are likely to affect the species; the determination key can be found in the appendix.

Environmental Review and Permitting

- Please include a copy of this letter and the MCE-generated Final Project Report in any state or local license or permit application. Please note that measures to avoid or minimize disturbance to the above rare features may be included as restrictions or conditions in any required permits or licenses.

- The Environmental Assessment Worksheet should address whether the proposed project has the potential to adversely affect the above rare features and, if so, it should identify specific measures that will be taken to avoid or minimize disturbance. Sufficient information should be provided so the DNR can determine whether a takings permit will be needed for any of the above protected species.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If

additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and project description provided with the request. **If project details change or the project has not occurred within one year, please resubmit the project for review within one year of initiating project activities.**

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential impacts to these rare features. Visit the Natural Heritage Review website for additional information regarding this process, survey guidance, and other related information. For information on the environmental review process or other natural resource concerns, you may contact your DNR Regional Environmental Assessment Ecologist.

Thank you for consulting us on this matter and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

Molly Barrett
Natural Heritage Review Specialist
Molly.Barrett@state.mn.us

Cc: Melissa Collins, Regional Environmental Assessment Ecologist, Central (Region 3)

Appendix E

Stormwater Memo

Building a Better World for All of Us®

MEMORANDUM

TO: Evan Vlaeminck – IRG Realty Advisors

FROM: Dean Doneen – Short Elliott Hendrickson, Inc.
Lisa Breu, PE (MN) – Short Elliott Hendrickson, Inc.

DATE: October 10, 2024

RE: Rochester IRGRA Preliminary Stormwater Analysis
SEH No. IRGRA179014 14.00

OVERVIEW

IRG Realty Advisors, an affiliate of the current ownership of the Rochester Technology Campus (former IBM property), is proposing a General Development Plan for the development of the property surrounding the existing buildings on site. This redevelopment will result in an increase in impervious surfaces on the site, and as such will be subject to several stormwater requirements. The stormwater requirements can be met through infiltration or filtration BMPs where possible, and the expansion of existing stormwater ponds in the area. Land use impacts are summarized in Table 1 below.

Table 1 – Project Impacts Summary

Total Area [ac]	493
Existing Impervious [ac]	175
New & Reconstructed Impervious [ac]	387
Net Increase in Impervious [ac]	212

DESIGN CRITERIA

Rate Control

The City of Rochester requires no increase in peak runoff rates for the 2-, 10-, and 100-year 24-hour rainfall events. Rainfall depths were gathered from NOAA Atlas 14 and modelled as a MSE Type 3 storm curve.

Volume Control

The City of Rochester requires on-site retention of 1 inch times the new and reconstructed impervious surfaces. This requirement is more stringent than that of the MPCA-NPDES permit, which requires retention on-site of 1 inch times only the increase in impervious surfaces. As such, wherever WQV is referred to, this is based on the requirement of the City of Rochester. At this stage the total proposed impervious has been used to calculate the total required water quality volume for each drainage area.

Existing water quality volume may be provided by in place BMPs and reconstruction may be able to take advantage of this volume, however as-built information and ability to utilize these BMPs has not yet been confirmed. Additionally, much of the center of the campus may remain in place and not require treatment.

DRAINAGE DESIGN

Existing Conditions

In the existing conditions, the campus has dense impervious in the middle with undeveloped areas around the perimeter and drains in 5 separate directions. There is a series of connected ponds on the northwest edge of the site near 41 St NW. There is an existing pond on the east side of the campus between the existing east parking lot and Marketplace Drive NW. There is an existing basin at Woodside Park between the parking lot and Marketplace Drive. The field on the south side of the site drains to a MnDOT pond in the southeast corner of the parcel. The southwest corner drains offsite to a ditch along 31st Ave NW. Although soils in the area appear to allow infiltration according to the NRCS web soil survey, the presence of existing ponds and wetland areas suggest that groundwater may be high throughout the site. The proposed work will utilize as much existing capacity as possible with expansion to maintain rates and improve water quality at discharge points. While existing ponds are present, existing capacity is unknown, so the model reflects no ponds in existing condition, and a new pond to represent potential expansion or new required pond volume in proposed conditions.

Proposed Conditions

The attached drainage maps show the separate drainage areas on the site and their outfalls. The proposed condition results in a significant increase in impervious area throughout the site. Currently, with limited soils information, ponds are being modeled to determine proposed BMP footprints. Each drainage area was modelled to conform to both rate control and permanent pool requirements separately. The HydroCAD model and results in Table 3 below indicate that rate control can be met through stormwater ponds with designed outlet control structures. In the HydroCAD model prepared for this analysis, outlet control structures were designed with one outlet at the NWL of the pond to only allow 5.66 cfs per ac of WQV storage, a much larger structure at a higher elevation for heavier rainfall events, and intermediate outlets as necessary. All these outlets were further routed to a culvert outlet such that no water exits the pond uncontrolled. Discharge multipliers may be large on some of the outlets, this is to represent that the larger ponds on this project may need more than one outlet control structure to function effectively and for the larger drainage areas a series of BMPs may either need expansion or creation throughout the subwatershed. As design progresses, the existing ponds may be modelled and some of the proposed ponds modeled as expansions, and not new ponds.

The approximate footprint of each pond's normal water level or expansion is shown below in Table 2. Pond footprint was estimated assuming a 5' deep permanent pool of 1800 cf/acre with side slope up. As such, the estimate is the required permanent pool divided by 5. The actual footprint of the pond will be larger, as each pond requires a volume of storage above the normal water level to detain and treat runoff. These larger footprints area also reported later, in Table 4. Water quality has only been modeled as 18 inches in depth. Should these BMPs turn to biofiltration or infiltration BMPs this footprint will be required. If ponds are the final BMP utilized, a deeper live storage volume and therefore smaller pond footprint may be achieved. The pond footprint is based on this water quality volume and also rate control requirements. The exact locations of these ponds are not yet determined, and although it is assumed they will be regional facilities, smaller BMPs maybe scattered throughout portions of the site. Final sizes and locations will be guided by the size, location, and nature of the facilities within the development.

Table 2 – Stormwater Permanent Pool Footprints (Based on Dead Storage Requirements)

Pond	Permanent Pool Footprint [ac]
DA1	1.7
DA2	1.1
DA3	0.3
DA4	0.2
DA5	0.8

Table 3 – Peak Outfall Rates [cfs]

	2-yr		10-yr		100-yr	
	Ex	Prop	Ex	Prop	Ex	Prop
DA1	144	73	272	224	618	599
DA2	281	85	478	200	954	568
DA3	17	15	48	33	138	116
DA4	12	10	44	43	142	112
DA5	19	15	75	63	254	206

Table 4 – Stormwater Retention Requirements

Drainage Area	Live Storage WQV Requirement [ac-ft]	Pond Footprint* [ac]
DA1	12.3	8.2
DA2	9.2	6.2
DA3	2.6	2.0
DA4	2.2	1.4
DA5	6.0	6.5
TOTAL	**32.25**	**24.28**

* Pond footprint is based on water quality volume depth of 18” except where rate control requires larger footprint

These results indicate that stormwater volume and rate requirements may be met utilizing ponding. As design progresses, more information on existing ponds may be modelled, providing a better picture of what development may entail. These results indicate the approximate footprint of ponding that is to be required. Water quality removals were also not modelled in this analysis. If Total Suspended Solids or Total Phosphorus reduction requirements become applicable, this analysis may also be performed later in design.

DID

Attachments:
Existing Drainage
Proposed Drainage
HydroCAD Report

c: Lisa Breu, Finley Davis, Garek Holley

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Appendix F

Traffic Impact Study

Traffic Impact Study

DRAFT Rochester Technology Campus

Rochester, MN

SEH No. IRGRA 178983 | May 7, 2025

SEH

Building a Better World for All of Us®

Engineers | Architects | Planners | Scientists

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May 7, 2025

RE: Rochester Technology Campus
Traffic Impact Study
Rochester, MN
SEH No. IRGRA 178983 4.00

Mr. Evan Vlaeminck
Vice President, Asset Development Manager
IRG Realty Advisors, LLC
4020 Kinross Lakes Parkway
Richfield, OH 44286

Dear Mr. Vlaeminck

The following updated report provides findings of the Traffic Impact Study prepared for the planned Rochester Technology Campus located in Rochester, Minnesota. As requested, the report divides the development into three phases. Mitigations to the traffic network to keep the network in compliance with the City of Rochester's Traffic Service Standards are proposed for each phase. A set of preliminary No Build improvements that are needed whether or not the development is built are detailed. The scope of this traffic study was discussed with the City of Rochester prior to initiation of the work to ensure the study met all project stakeholder expectations and the appropriate level of effort was completed.

Respectfully submitted,

Chad Jorgenson, PE, (Lic. IA, MN, SD) PTOE

Traffic Engineer

Traffic Impact Study

Rochester Technology Campus
Rochester, MN

SEH No. IRGRA 178983

May 7, 2025

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Chad Jorgenson, PE, PTOE

Date: May 7, 2025 License No.: 55528

Reviewed By: _____ Date: May 7, 2025

Short Elliott Hendrickson Inc.
3428 Lakeridge Place NW, Suite 100
Rochester, MN 55901

Executive Summary

INTRODUCTION

The Rochester Technology Campus (RTC) development is proposing to redevelop the existing IBM campus located in the City of Rochester, MN. The existing campus is bounded by 41st Street NW on the north, US 52 on the east, the Northgate/Northridge residential developments to the south and Valleyhigh Drive NW on the west. IRG Realty Advisors purchased the property from IBM in 2018.

The Industrial Realty Group (IRG) has engaged SEH to assist with the development of the surrounding property. The proposed development activity consists of commercial, retail, and hospitality to the east, largely residential to the south and north, and industrial to the west. The development is currently planned to develop in three phases.

As part of the City of Rochester Public Works' *Engineering Standards For Public Works in Conjunction with the Development of Subdivisions, Commercial & Industrial Property*, eight Traffic Service Standards are provided to evaluate findings of traffic impact studies. The results of this Traffic Impact Study include evaluating each of these Traffic Service Standards as they pertain to the proposed development.

This report includes documenting the existing traffic and roadway conditions, trip generation, trip distribution, traffic analyses, and provides recommendations for roadway improvements required at each phase of the development to provide acceptable levels of operation in compliance with the city's Traffic Service Standards. Additionally, a set of No Build improvements are detailed that would be required to keep the existing roadway network in compliance with the Traffic Service Standards whether or not the proposed development is built.

TRIP GENERATION

The total number of trips for the proposed development was estimated for the AM and PM peak hours as well as the total number of daily trips. **Table 9,** on page 32, shows that the proposed development will generate an estimated 41,135 trips per day if the site is fully built out. Based on the NCHRP Report 684's methodology, reasonable internally linked trip reduction percentages of 6.7% and 22.3% in the AM and PM peak hours, respectively, were applied to the trip generation values. Pass-by and diverted trip percentages were found for the retail parcels of the development; these trips are modeled but are not external trips entering the traffic network. After these reductions were applied, the total external driveway trips expected to enter and exit the site are 1,122 AM peak hour external driveway trips and 1,614 PM peak hour driveway trips. These external driveway trips as well as the retail pass-by and diverted trips were then distributed among the study intersections for analysis.

CAPACITY ANALYSIS

The 2045 Mitigated Build scenario represents a Horizon Year analysis. Under this scenario, the development is anticipated to be fully built out, and 37th Street is connected to Valleyhigh Drive. This scenario includes a number of intersection improvements that were found to be required to keep the traffic network operations within the traffic service standards.

The following **Tables E1 and E2** provide a summary of the 2045 Mitigated Build scenarios Level of Service (LOS) and queueing performance results.

Executive Summary (continued)

Table E1 – 2045 Mitigated Build Traffic Operations – Delay and LOS

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
W Circle Dr at 41st St	EB	EBT	38.6 / D	26.6 / C	EBL	51.3 / D	31.5 / C
	WB	WBL	33.3 / C		WBL	**58.5 / E**	
	NB	NBL	**64.9 / E**		NBL	47.2 / D	
	SB	SBL	**62.1 / E**		SBT	38.2 / D	
41st St at NW Multi-Family Access	EB	EBT	3.1 / A	2.4 / A	EBT	3.3 / A	2.3 / A
	WB	WBL	5.0 / A		WBL	4.9 / A	
	NB	NBL	9.0 / A		NBL	12.7 / B	
41st St at 31st Ave/RTC West	EB	EBL	11.2 / B	9.0 / A	EBL	15.0 / B	14.5 / B
	WB	WBL	12.7 / B		WBT	16.5 / B	
	NB	NBT	19.5 / B		NBT	16.2 / B	
	SB	SBT	16.5 / B		SBT	23.9 / C	
41st St at W Frontage Rd/Marketplace Dr	EB	EBL	14.8 / B	15.3 / B	EBT	42.0 / D	27.9 / C
	WB	WBL	11.7 / B		WBL	25.2 / C	
	NB	NBL	40.8 / D		NBT	48.1 / D	
	SB	SBT	39.3 / D		SBL	42.9 / D	
41st St at SB US 52 Ramp	EB	EBT	10.4 / B	14.6 / B	EBT	34.3 / C	22.4 / C
	WB	WBL	16.8 / B		WBL	17.7 / B	
	SB	SBL	31.3 / C		SBL	46.7 / D	
41st St at NB US 52 Ramp/E Frontage Rd	EB	EBL	11.1 / B	12.9 / B	EBL	22.1 / C	25.1 / C
	WB	WBT	9.2 / A		WBT	32.8 / C	
	NB	NBL	**49.8 / D**		NBL	**59.1 / E**	
41st St at E Frontage Rd/Maplewood Sq Access	EB	EBL	5.7 / A	4.8 / A	EBL	10.7 / B	13.6 / B
	WB	WBL	4.2 / A		WBL	13.9 / B	
	NB	NBL	46.5 / D		NBT	50.9 / D	
	SB	SBT	52.8 / D		SBT	53.8 / D	
Marketplace Dr at SE Target Access	EB	EBL	6.5 / A	0.7 / A	EBL	**42.2 / E**	3.5 / A
	NB	NBL	2.6 / A		NBL	5.5 / A	
	SB	SBT	0.3 / A		SBT	1.0 / A	
Marketplace Dr at Slip Ramp from 37th St	EB	EBR	3.0 / A	1.7 / A	EBR	4.5 / A	4.9 / A
	WB	WBL	5.7 / A		WBR	12.4 / B	
	NB	NBT	0.5 / A		NBT	1.5 / A	
	SB	SBT	0.2 / A		SBT	0.6 / A	

Executive Summary (continued)

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
W. Circle Dr at Valleyhigh Rd	EB	EBL	**69.3 / E**	34.9 / C	EBL	**69.8 / E**	32.3 / C
	WB	WBL	**65.8 / E**		WBL	**57.7 / E**	
	NB	NBL	**60.4 / E**		NBL	52.3 / D	
	SB	SBL	**69.0 / E**		SBL	**67.6 / E**	
Valleyhigh Drive at 37th Street	EB	EBR	7.6 / A	6.8 / A	EBR	7.3 / A	7.8 / A
	NB	NBL	6.8 / A		NBL	11.1 / B	
	SB	SBT	7.8 / A		SBT	13.8 / B	
37th St at RTC West	EB	EBL	4.5 / A	3.7 / A	EBL	4.7 / A	3.3 / A
	WB	WBL	4.5 / A		WBL	4.0 / A	
	NB	NBT	14.2 / B		NBT	11.0 / B	
	SB	SBL	12.2 / B		SBL	10.0 / B	
37th St at RTC East	EB	EBT	24.6 / C	14.1 / B	EBT	34.2 / C	15.6 / B
	WB	WBL	23.2 / C		WBL	14.4 / B	
	NB	NBL	30.7 / C		NBL	42.7 / D	
37th St at SB US 52 Ramp	EB	EBT	7.5 / A	14.8 / B	EBT	13.8 / B	14.3 / B
	WB	WBL	46.1 / D		WBL	24.1 / C	
	SB	SBL	46.1 / D		SBL	**77.7 / E**	
37th St at NB US 52 Ramp	EB	EBL	33.7 / C	20.7 / C	EBL	36.8 / D	28.8 / C
	WB	WBT	18.5 / B		WBT	30.1 / C	
	NB	NBL	35.2 / D		NBL	53.0 / D	
37th St at 21st Ave/Maplewood Sq Access	EB	EBL	9.4 / A	5.7 / A	EBL	21.3 / C	16.8 / B
	WB	WBL	7.4 / A		WBL	17.4 / B	
	NB	NBL	47.6 / D		NBL	**60.6 / E**	
	SB	SBL	46.2 / D		SBL	46.0 / D	
Watson Ave at RTC South	EB	EBT	5.9 / A	3.5 / A	EBT	6.1 / A	5.2 / A
	WB	WBL	6.5 / A		WBT	7.8 / A	
	NB	NBL	4.4 / A		NBL	4.2 / A	
RTC East at RTC South	EB	EBT	4.4 / A	5.7 / A	EBT	7.9 / A	6.8 / A
	WB	WBT	4.2 / A		WBT	6.7 / A	
	NB	NBT	4.5 / A		NBT	6.1 / A	
	SB	SBT	6.7 / A		SBT	6.0 / A	

Executive Summary (continued)

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Marketplace Dr at E RTC Access[1]	EB	EBL	6.1 / A	1.6 / A	EBL	18.8 / C	5.0 / A
	NB	NBL	2.3 / A		NBL	5.4 / A	
	SB	SBT	0.4 / A		SBT	1.2 / A	
Watson Ave at Internal Roadway	WB	WBL	7.7 / A	2.0 / A	WBL	8.7 / A	2.2 / A
	NB	NBT	1.0 / A		NBT	1.2 / A	
	SB	SBL	3.6 / A		SBL	3.3 / A	
Internal Roadway EB/WB at Internal Roadway NW/SE	EB	EBL	2.2 / A	2.3 / A	EBL	2.3 / A	1.6 / A
	WB	WBL	1.9 / A		WBL	2.6 / A	
	NB	NBL	5.7 / A		NBL	6.5 / A	
	SB	SBT	6.3 / A		SBT	6.8 / A	
Valleyhigh Dr at Watson Ave NW	WB	WBL	20.3 / C	9.0 / A	WBL	18.2 / B	10.1 / B
	NB	NBT	12.2 / B		NBT	14.1 / B	
	SB	SBL	11.5 / B		SBL	12.4 / B	
Marketplace Dr at SE Multi-Family Access	EB	EBL	5.9 / A	1.8 / A	EBL	22.3 / C	6.0 / A
	NB	NBL	1.7 / A		NBL	4.6 / A	
	SB	SBT	1.1 / A		SBT	2.4 / A	
19th St at W Frontage Rd	EB	EBL	17.6 / B	15.3 / B	EBL	26.7 / C	24.4 / C
	WB	WBL	14.4 / B		WBL	21.8 / C	
	NB	NBT	54.6 / D		NBL	47.3 / D	
	SB	SBL	50.0 / D		SBL	48.5 / D	
19th St at US 52 Interchange	EB	EBL	45.6 / D	31.0 / C	EBL	42.0 / D	33.1 / C
	WB	WBL	40.1 / D		WBL	43.4 / D	
	NB	NBL	31.5 / C		NBL	41.1 / D	
	SB	SBL	35.6 / D		SBL	32.5 / C	

Executive Summary (continued)

Table E2 - 2045 Mitigated Build Operations - Queue Results

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
W Circle Dr at 41st St	EB	EBT	222	944	EBT	288	944
	WB	WBT	128	1236	WBT	264	1236
	NB	NBL	132	330	NBL	197	330
	SB	SBT	223	922	SBT	233	922
41st St at NW Multi-Family Access	EB	EBT	-	1236	EBT	-	1236
	WB	WBT	20	721	WBT	24	721
	NB	NBT	42	501	NBT	35	501
41st St at 31st Ave/RTC West	EB	EBT	90	1212	EBT	173	1212
	WB	WBT	88	1336	WBT	181	1336
	NB	NBT	67	597	NBT	105	597
	SB	SBT	85	906	SBT	123	906
41st St at W Frontage Rd/Marketplace Dr	EB	EBT	106	1336	**EBR[1]**	**166**	**95**
	WB	WBT	81	420	WBL	180	420
	NB	NBT	104	272	NBT	190	272
	SB	SBL	100	270	**SBT**	**206**	**140**
41st St at SB US 52 Ramp	EB	EBT	114	450	EBT	432	450
	WB	WBL	166	220	WBL	215	220
	SB	SBT	211	951	SBT	160	951
41st St at NB US 52 Ramp/E Frontage Rd	EB	EBL	83	250	EBT	309	576
	WB	WBT	168	345	**WBT**	**351**	**345**
	NB	NBT	107	625	NBR	224	315
41st St at E Frontage Rd/Maplewood Sq Access	EB	EBL	62	320	EBL	144	320
	WB	WBT	101	457	WBT	219	457
	NB	NBT	48	830	NBL	144	225
	SB	SBL	51	175	SBR	130	180
Marketplace Dr at SE Target Access	EB	EBR	31	60	**EBR[2]**	**63**	**60**
	NB	NBL	33	200	NBL	90	200
	SB	SBT	-	510	SBT	20	510
Marketplace Dr at Slip Ramp from 37th St	EB	EBR	23	110	EBR	29	110
	WB	WBR	52	390	**WBL[3]**	**65**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
W. Circle Dr at Valleyhigh Rd	EB	EBT	332	1110	EBT	208	1110
	WB	WBT	198	1321	WBT	270	1321
	NB	NBL	243	350	NBL	328	350
	SB	SBT	177	670	SBT	200	670

Executive Summary (continued)

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Valleyhigh Drive at 37th Street	EB	EBR	65	525	EBR	60	525
	NB	NBT	45	173	NBT	115	173
	SB	SBT	40	1030	SBT	80	1030
37th St at RTC West	EB	EBL	30	65	EBL	39	65
	WB	WBL	37	80	WBL	20	80
	NB	NBT	39	778	NBT	54	778
	SB	SBL	120	130	SBL	76	130
37th St at RTC East	EB	EBT	185	800	EBT	236	800
	WB	WBL	250	340	WBL	136	340
	NB	NBR	28	580	NBR	274	580
37th St at SB US 52 Ramp	EB	EBT	97	650	EBT	113	650
	WB	WBT	230	610	WBL	225	265
	SB	SBR	182	635	SBT	195	970
37th St at NB US 52 Ramp	EB	EBL	116	175	EBL	161	175
	WB	WBT	231	405	WBT	399	405
	NB	NBL	229	820	NBL	292	820
37th St at 21st Ave/Maplewood Sq Access	EB	EBT	66	378	EBT	239	378
	WB	WBT	117	960	WBT	256	960
	NB	NBL	89	200	NBL	184	200
	SB	SBT	51	686	SBT	147	686
Watson Ave at RTC South	EB	EBT	37	983	EBT	46	983
	WB	WBT	72	1822	WBT	77	1822
	NB	NBR	65	190	NBR	53	190
RTC East at RTC South	EB	EBT	20	1822	EBT	55	1822
	WB	WBT	20	467	WBT	30	467
	NB	NBT	20	421	NBT	20	421
	SB	SBT	55	209	SBT	40	209
Marketplace Dr at E RTC Access[1]	EB	EBL	38	940	EBL	114	940
	NB	NBL	35	130	NBL	68	130
	SB	SBR	20	170	SBT	20	347
Watson Ave at Internal Roadway	WB	WBT	70	2577	WBT	74	2577
	NB	NBT	-	543	NBT	-	543
	SB	SBT	20	400	SBT	20	400
Internal Roadway EB/WB at Internal Roadway NW/SE	EB	EBT	20	558	EBT	20	558
	WB	WBT	20	781	WBT	26	781
	NB	NBT	58	2577	NBT	56	2577
	SB	SBT	44	373	SBT	39	373

Executive Summary (continued)

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Valleyhigh Dr at Watson Ave NW	WB	WBL	76	150	WBL	107	150
	NB	NBT	170	977	NBT	167	977
	SB	SBL	111	260	SBT	104	1817
Marketplace Dr at SE Multi-Family Access	EB	EBT	60	400	EBT	162	321
	NB	NBL	32	130	NBL	73	130
	SB	SBR	20	170	SBT	20	1854
19th St at W Frontage Rd	EB	EBT	176	1116	**EBL[4]**	**120**	**100**
	WB	WBT	230	265	**WBT[4]**	**345**	**265**
	NB	NBR	62	445	NBR	144	445
	SB	SBL	196	280	SBL	272	280
19th St at US 52 Interchange	EB	EBT	154	276	EBT	205	276
	WB	WBL	237	555	WBL	231	555
	NB	NBL	261	745	NBL	327	745
	SB	SBL	324	865	SBL	196	865

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] EBT 95th percentile queues also extend past EBR storage
[2] EBL 95th percentile queues extend past available EBR storage
[3] WBR 95th percentile queues extend past storage of WBL turn pocket
[4] Through lane 95th percentile queues extend past available storage in addition to turn lane 95th percentile queues extending past available storage

Executive Summary (continued)

The following is a comparison of the results to the City of Rochester's Traffic Service Standard criteria.

Intersection Volume to Capacity (V/C)

No intersection turning movement in any proposed Mitigated Build scenario exceed the 0.8 or 0.9 V/C ratio thresholds.

- 41st Street, 37th Street, W. Circle Drive, Valleyhigh Drive, and 19th Street were considered to be in the Freeway/Expressway category of the Capacity Traffic Service Standard, and all turning movements at intersections with these roadways were kept to 0.8 or lower.
- Turning movements of intersections of local roadways such as the development internal roadways and Marketplace Drive were kept to V/C ratios of 0.9 or lower.

Level of Service (LOS)

Under Mitigated Build conditions in Phase 1, Phase 2, Phase 3, and the Horizon Year scenarios, all study intersections operate at LOS C or better. Each individual turning movement operates at LOS E or better. The proposed Mitigated Build scenarios comply with the Level of Service Traffic Service Standard.

Number of Access Points

The development minimizes access points to ensure adequate capacity and safety. There will be an overall reduction in access points along 37th Street. A median will be constructed on 37th Street between Valleyhigh Drive and the RTC East access. Between these two intersections, four access points are expected to be limited to right-in/right-out only (RI/RO) intersections, and two access points to the existing RTC parking lots will remain full access. Aside from the 37th Street access points, two additional access points for the development will be provided, including:

- Marketplace Drive will have two access points (one existing and one new, spacing is 1,880 feet).
- 41st Street will have one new access point in the northwest area of the development.

Residential Street Impact

There are no existing residential streets within the project area. The development will not increase traffic volume on existing residential streets.

Traffic Flow and Progression

Proposed signal timing and traffic signal cycle lengths will not interfere with the goal of achieving adequate traffic progression on major public streets in the vicinity of the development.

Vehicle Storage

Storage bays are proposed to be extended to meet 95th percentile queues in the Mitigated Build scenarios when there was adequate space available to extend the lanes. However, there were some locations where queue inadequacies remain in the 2045 Mitigated Build scenario, including:

- 41st Street at W Frontage Road/Marketplace Drive
  - Eastbound right, southbound left, southbound through/right
    - Queueing issues stay approximately the same as under existing scenario, no room for turn lane extensions
- 41st Street at NB US 52 Ramp/E. Frontage Road
  - Westbound through
    - Through queues extend just past available space between intersection in 2045 scenario, low concern
- Marketplace Drive at SE Target Access
  - Eastbound right
    - Pocket turn lane queuing issues are of low concern
- Marketplace Drive at Slip Ramp from 37th St
  - Westbound left
    - Pocket turn lane queuing issues are of low concern
- 19th Street at W. Frontage Road
  - Eastbound left, westbound left, westbound through
    - Limited space due to closely spaced intersections makes turn lane extensions difficult
    - Queues clear and cause minimal intersection inefficiencies, low concern

The overall impact and inefficiencies caused by these queueing concerns is minimal. There are no run-away queues that build over multiple cycles. The limited space between some intersections make some of these turn lane extensions impractical to implement.

Internal Circulation

There are no on-site vehicle circulation or parking patterns that will interfere with public streets for this development.

Safety

The crash analysis indicated that there is not currently a sustained crash problem at any study intersections.

RECOMMENDATIONS

General Roadway Improvements

- 37th Street will be extended to connect with Valleyhigh Drive NW on the west side of the development. This project will improve east-west roadway connections in the study area; the proposed connection has an impact on vehicle route choices.

- Valleyhigh Drive at 37th Street will be constructed as a three-legged roundabout intersection
- Between Valleyhigh Drive and the RTC West access, the 37th Street connection is proposed as a two-lane roadway with a center median.

Intersection Improvement Recommendations

Under Mitigated No Build 2027 conditions the following improvements were found to be required to stay in compliance with Rochester's Traffic Service Standards. These are improvements that should be implemented whether or not the proposed development is built.

- W. Circle Drive at 41st Street
  - Install a dual westbound left turn lane
- 41st Street at SB US 52 Ramp
  - The westbound left lane should be restriped to have 220 feet of storage.
  - Add a new southbound left lane; the southbound approach lane designation would be a left turn lane, a through lane, and a right turn lane.
  - Convert eastbound right lane to a channelized right turn with a yield sign.
- 41st Street at NB US 52 Ramp
  - The eastbound left lane should be restriped with 250 feet of storage.
- 41st Street at E. Frontage Road/Maplewood Sq Access
  - The Northbound approach lanes should be extended to 225 feet of storage. This would involve closing access to the first two parking rows of the Maplewood Square parking lot on the east side of the northbound approach. A concrete divider would be installed to block the existing parking lot row access points resulting in a loss of approximately 16 parking spaces.
- 37th Street at SB US 52 Ramp
  - Construct a pedestrian bridge on the north side of the 37th Street bridge/interchange to allow for additional roadway width on the bridge to allocate to vehicle traffic.
  - Install a dual westbound left turn lane on the 37th Street bridge utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. The westbound left turn lanes would have approximately 265 feet of storage.
- 37th Street at NB US 52 Ramp
  - Install a dual eastbound left turn lane on the 37th Street bridge utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. The eastbound left turn lanes would have approximately 265 feet of storage.
  - An additional northbound lane is necessary to add to the west side of the northbound approach. The northbound approach's lane designation should be converted from a

dedicated left, shared left/through, dedicated through, and dedicated right turn lane approach to have dual dedicated left lanes, dual dedicated through lanes, and a dedicated right turn lane on the approach.

Under the Mitigated Build scenarios, the following intersection improvements were found to be required to keep the traffic network operating within the traffic service standards with the proposed development.

- 41st Street at 31st Avenue NW/RTC West
  - Extend striping for the southbound left turn lane from 100 feet to 150 feet.
- 41st Street at SB US 52 Ramp
  - An additional through lane should be added to the southbound approach. The southbound approach would be a left turn lane, two through lanes, and a right turn lane.
- W. Circle Drive at Valleyhigh Road
  - Add dual southbound left turn lanes.
  - Add dual westbound left turn lanes.
- 37th Street at RTC West
  - The lane designation of the southbound approach should be changed to have a dedicated left turn lane with a shared though-right lane.
  - The westbound channelized right turn lane would be converted to a regular right turn lane.
- 37th Street at RTC East
  - Convert intersection to traffic signal control.
  - Add dual westbound left turn lanes.
- 37th Street at SB US 52 Ramp
  - The addition of a dual southbound right turn lane. The southbound approach would be dual right turn lanes with a shared through/left lane.
- 37th Street at NB US 52 Ramp
  - The addition of a dual northbound right turn lane. The northbound approach would have dual left turn lanes, dual through lanes, and dual right turn lanes.
- 37th Street at 21st Avenue/Maplewood Sq Access
  - Extend the northbound left turn lane to have 200 feet of storage, this will involve pavement marking changes only.
- Valleyhigh Drive at Watson Avenue
  - Add a dedicated westbound left turn lane with 150 feet of storage.
  - Convert the intersection to traffic signal control.

- 19th Street at W. Frontage Road
  - Reconfigure the southbound approach with an added lane. The existing through-right lane should be converted to a dual left turn lane and a new through-right lane will be added to the intersection with 300 feet of storage.
- 19th Street at US 52 Interchange (SPUI)
  - Add a dual northbound left lane. The existing northbound right lane in the ramp area will be converted to a second northbound left lane and a new northbound right lane will be added with 340 feet of storage.

COST ESTIMATES

The total for all improvements to the network is $32,705,915. This includes both No Build and Build Mitigations. See Appendix E for a detailed cost breakdown for each improvement project.

CONCLUSION

Three phases of the Rochester Technology Campus development are planned. Mitigations to the traffic network to keep the network in compliance with Rochester's Traffic Service Standards are proposed for each of the three phases. Also detailed are a set of preliminary No Build improvements that are needed whether or not the development is built. With these proposed improvements the traffic network performs adequately, and the network would comply with Rochester's Traffic Service Standards for Level of Service and Volume to Capacity standards.

Rochester's 'Vehicle Storage' Standard requires that 95th percentile queues fit within available queue storage. Storage bays were extended to meet 95th percentile queues in the Mitigated Build scenarios when there was adequate space available to extend the lanes. Dual left turn lanes were added when necessary and feasible. Some turn lanes were not able to be mitigated and have 95th percentile queues exceeding available storage. These locations are a mixture of existing problems, short pocket turn lanes, turn lanes that are not extendable, and through lanes that spill back to an adjacent closely spaced intersection. The overall impact and inefficiencies caused by these turning movement queues is minimal. There are no run-away queues that build over multiple cycles.

Improvement layouts and cost estimate breakdowns are provided. With these modifications the network is expected to handle the proposed development traffic adequately and with minimal inefficiencies due to queueing concerns.

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DRAFT

Traffic Impact Study

Rochester Technology Campus Development Study

Prepared for Industrial Realty Group, in cooperation with the City of Rochester.

1 Background and Introduction

In 1957, International Business Machine (IBM) began occupying the company's Rochester campus located in the City of Rochester, MN bounded by 37th Street NW on the north, US 52 on the east, the Northgate/Northridge residential developments to the south and Valleyhigh Drive NW on the west. The Industrial Realty Group (IRG) purchased the property from IBM in 2018. Since then, IRG has leased the building to regional and local businesses for a variety of uses, including a large portion of the site still leased by IBM.

IRG has engaged SEH to assist with the proposed development of the surrounding property. The undeveloped portions of the property are largely prairie, wetland, and wooded lands to the north and west. To the south, the undeveloped land is primarily agricultural. The surrounding land uses are largely commercial to the north, industrial to the west, and residential to the south.

The proposed development activity consists of commercial, retail, and hospitality to the east, largely residential to the south and north, and industrial to the west. The development is planned to occur in three phases.

As part of the City of Rochester Public Works' *Engineering Standards For Public Works in Conjunction with the Development of Subdivisions, Commercial & Industrial Property*, eight Traffic Service Standards are provided to evaluate findings of traffic impact studies. These standards include an evaluation of roadway capacity, level of service, number of access points, residential street impact, traffic flow and progression, vehicle storage, internal circulation, and safety. The results of this Traffic Impact Study include evaluating each of these Traffic Service Standards as they pertain to the proposed development.

This report includes documentation of the existing traffic and roadway conditions, trip generation, trip distribution, traffic analyses, and provides recommendations for roadway improvements to provide acceptable levels of operation in compliance with the City's Traffic Service Standards. Additionally, a set of No Build improvements are detailed that would be required to keep the existing roadway network in compliance with the Traffic Service Standards whether or not the proposed development is built.

1.1 Study Area

The study area is bounded by 41st Street NW on the north, US 52 on the east, the Northgate/Northridge residential developments to the south and Valleyhigh Drive NW on the west. The following street segments are included in the project area:

- 41st St (E. Frontage Rd/Maplewood Sq Access to W. Circle Dr)
- 37th St (21st Ave/Maplewood Sq Access to RTC East)
  - Proposed 37th St Extension[1] (RTC East to proposed Valleyhigh Dr connection)
- 19th St (US 52/63 to W. Frontage Rd)
- E. Frontage Rd (41st St to 37th St)
- W. Frontage Rd/Marketplace Dr (41st St to 19th St)
- RTC East[1] (37th St to E. RTC[1] Access)
- Watson Ave NW (RTC South[1] to Valleyhigh Dr)
- Valleyhigh Dr (W. Circle Dr to Watson Ave NW)
- W. Circle Dr (41st St to Valleyhigh Dr)

This study reviews traffic operations at 25 intersections, of which 20 intersections are existing intersections and 5 intersections are proposed new intersections. The 20 existing study intersections with their corresponding intersection numbers are shown in **Figure 1**

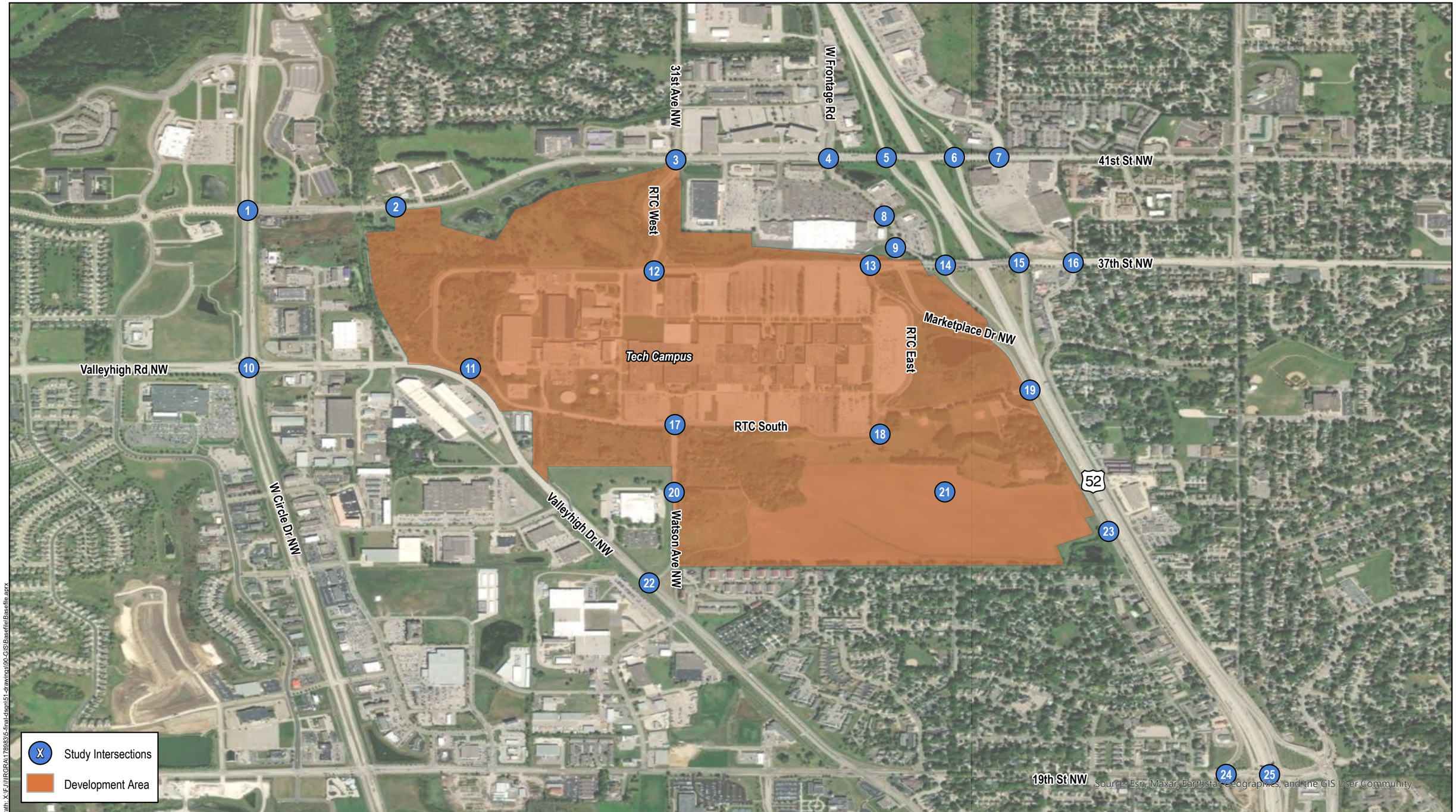
1. W. Circle Dr at 41st St
3. 41st St at 31st Ave/RTC West[1]
4. 41st St at W. Frontage Rd/Marketplace Dr
5. 41st St at SB US 52 Ramp
6. 41st St at NB US 52 Ramp/E. Frontage Rd
7. 41st St at E. Frontage Rd/Maplewood Sq Access
8. Marketplace Dr at SE Target Access
9. Marketplace Dr at Slip Ramp from 37th St
10. W. Circle Dr at Valleyhigh Rd
12. 37th St at RTC West[1]
13. 37th St at RTC East[1]
14. 37th St at SB US 52 Ramp
15. 37th St at NB US 52 Ramp
16. 37th St at 21st Ave/Maplewood Sq Access
17. Watson Ave NW at Internal Roadway
18. RTC East[1] at RTC South[1]
19. Marketplace Dr at E. RTC Access
22. Valleyhigh Dr at Waston Ave NW
24. 19th St at W. Frontage Rd
25. 19th St at US 52 Interchange

The five new proposed intersections that were reviewed are as follows:

2. 41st St at NW Multi-Family Access
11. Valleyhigh Dr at 37th St (Roundabout)
20. Watson Ave at RTC South[1]
21. Internal Roadway EB/WB at Internal Roadway NW/SE
23. Marketplace Dr at SE Multi-Family Access

The site location map is shown in **Figure 1**.

[1] Under Existing Conditions these roadways are named International Business Machine (IBM), for consistency with future build conditions they will be referred to as either Rochester Technology Campus (RTC) or as 37th Street.



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Project: IRGRA 178983
Print Date: 4/8/2025

User Name: ljohnson
Projection: Olmsted Co Coord
Source:

Project Location

Rochester Tech Campus
Rochester, MN

Figure
1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

2 Existing Conditions

The study area is comprised of various roadway functional classifications, intersection control types, safety concerns and vehicular volume demand. This section summarizes the existing conditions within the study area.

2.1 Roadway Conditions

The existing functional classifications were obtained from the Minnesota Department of Transportation's (MnDOT) Functional Classification System map, referenced in the Rochester Olmsted Council of Governments (ROCOG) Long Range Transportation Plan 2045. The daily traffic volume data was provided by MnDOT's Traffic Mapping Application, with the most recent data collected in either 2018 or 2023.

Roadway geometrics were obtained based on aerial imagery and field observations. Roadway posted speed limits were obtained from various sources including field observations and online mapping applications.

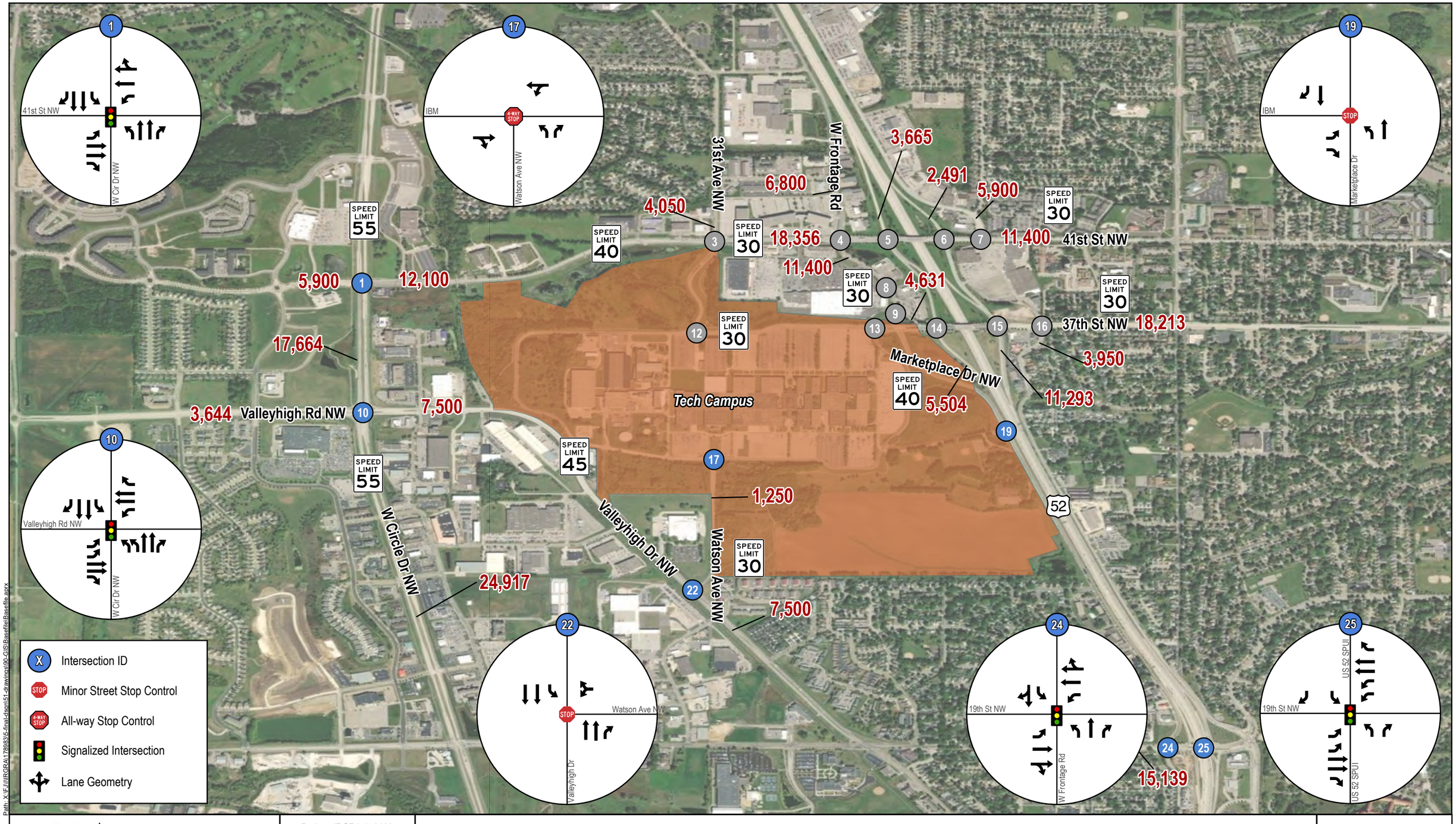
Table 1 summarizes the existing roadway conditions within the study area.

Figures 2a and 2b depict the existing roadway conditions within the study area, including the existing peak hour turning movement volumes, traffic control, and lane geometry at each study intersection.

Table 1 – Existing Roadway Conditions Summary

Roadway (Functional Classification[1])	Daily Traffic Volume[2] (Year)	Lanes	Posted Speed Limit (MPH)
41st St – east of US 52 (Secondary Arterial)	11,400 (2016)	4 lanes, undivided	30
41st St – From 31st Ave to US 52 (Major Arterial)	18,356 (2023)	4 lanes, undivided	30
41st St – West of 31st Ave	12,100 (2018)	3 or 4 lanes, undivided	40
37th St – east of US 52 (Strategic Arterial)	18,213 (2023)	4 lanes, divided	40
37th St – west of US 52 (Local or Private Street)	-	4 lanes, divided	30
RTC West (Private Street)	-	2 lanes, divided/undivided	30
19th St (Major Arterial)	15,139 (2023)	4 lanes, divided	30
E. Frontage Rd (Primary Collector or Local Street)	11,293 (2023)	3 lanes	30
Marketplace Dr – 41st St to 37th St (Local Road)	11,400 (2018)	3 lanes, undivided	30
Marketplace Dr – 37th St to 26th St (Local Road)	-	2 lanes, undivided	40
W Frontage Rd – South of 26th St (Local Road)	-	2 lanes, undivided	35
RTC East (Private Street)	-	2 lanes, undivided	30
Valleyhigh Dr (Major Arterial)	7,500 (2018)	4 lanes, divided	45
W. Circle Dr (Strategic Arterial)	17,764 (2023)	4 lanes, divided	55

Notes:
[1]Source: ROCOG Functional Designation
https://gweb01.co.olmsted.mn.us/WebApps/OlmstedCountyGISMap/
[2]Source: MnDOT Traffic Mapping Application



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Project: IRGRA 178983
Print Date: 5/5/2025

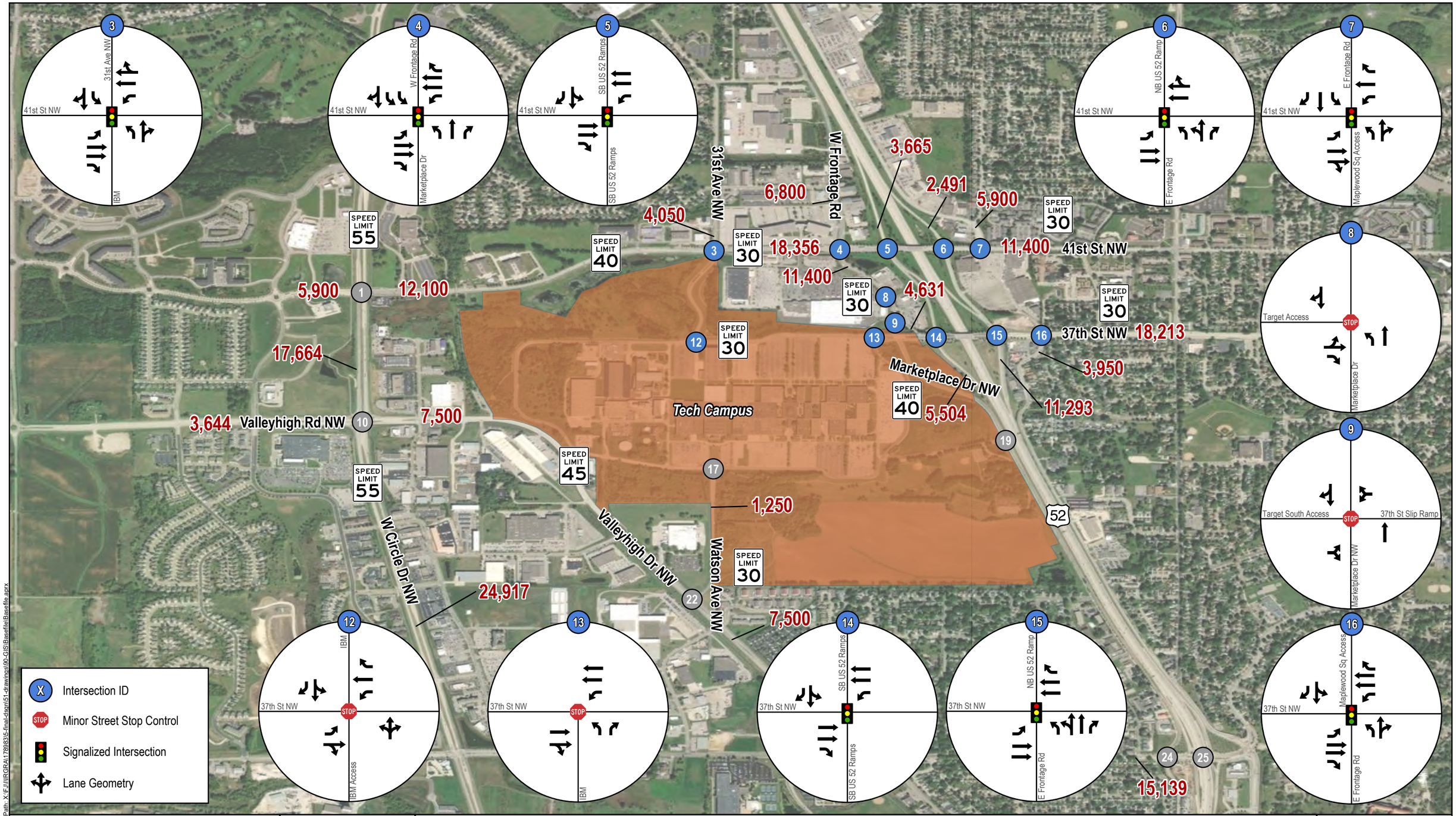
User Name: ljohnson
Projection: Olmsted Co Coord
Source:

Existing Roadway Conditions

Rochester Tech Campus
Rochester, MN

Figure 2A

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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Project: IRGRA 178983
Print Date: 5/5/2025

User Name: ljohnson
Projection: Olmsted Co Coord
Source:

Existing Lane Geometry

Rochester Tech Campus
Rochester, MN

Figure 2B

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

2.2 Turning Movement Counts

Most of the intersection turning movement counts were collected on Tuesday June 25th, 2024, a typical weekday with normal traffic patterns. SEH deployed video cameras to collect turning movement count data at the following 16 study intersections, listed with their corresponding intersection numbers:

1. W. Circle Dr at 41st St
3. 41st St at 31st Ave/RTC West
4. 41st St at W. Frontage Rd/Marketplace Dr
5. 41st St at SB US 52 Ramp
6. 41st St at NB US 52 Ramp/E. Frontage Rd
7. 41st St at E. Frontage Rd/Maplewood Sq Access
8. Marketplace Dr at SE Target Access
9. Marketplace Dr at Slip Ramp from 37th St
10. W. Circle Dr at Valleyhigh Rd
12. 37th St at RTC West
13. 37th St at RTC East
14. 37th St at SB US 52 Ramp
15. 37th St at NB US 52 Ramp
16. 37th St at 21st Ave/Maplewood Sq Access
19. Marketplace Dr at E. RTC Access
22. Valleyhigh Dr at Waston Ave NW

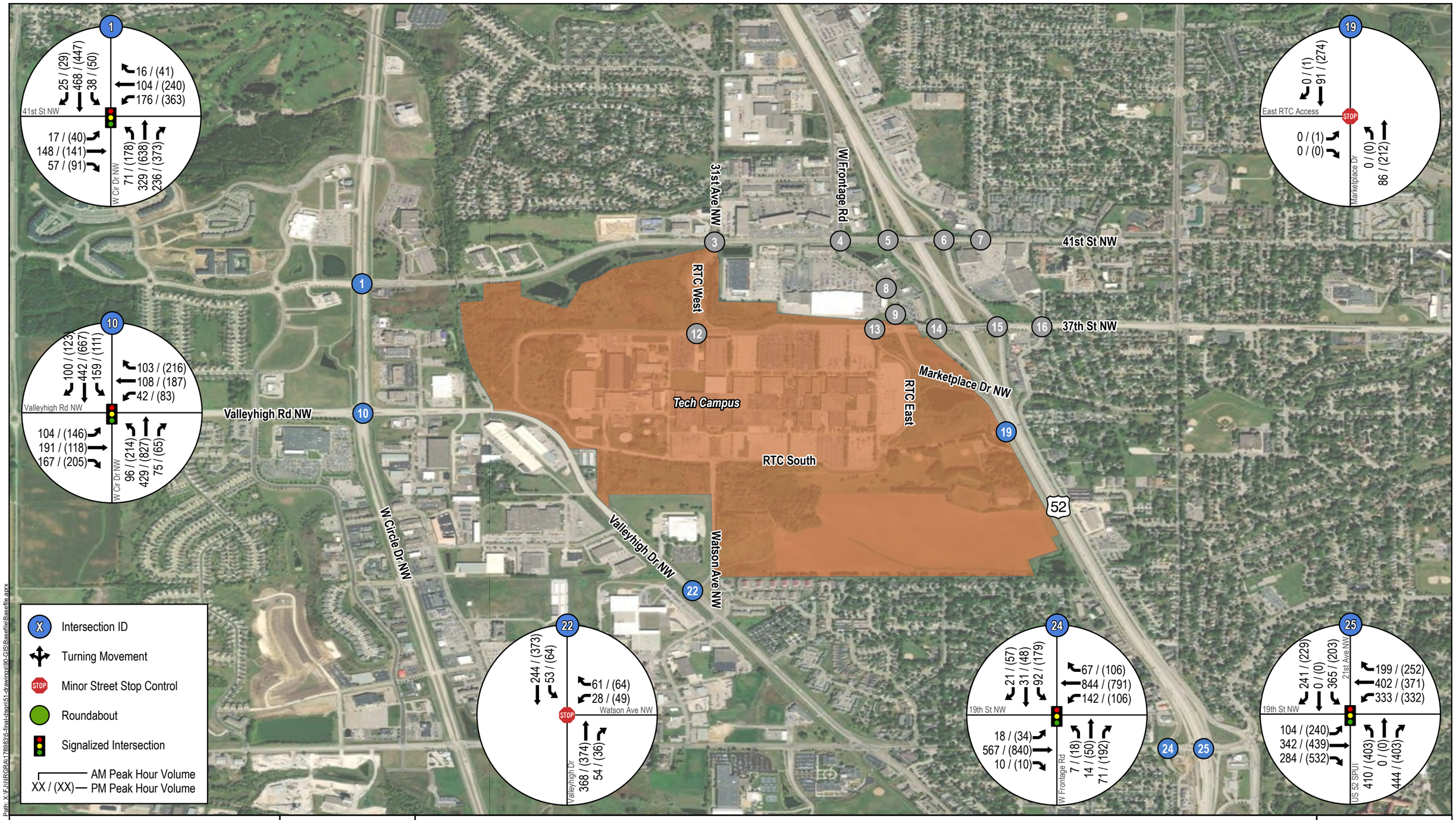
Existing volumes for the 19th Street at W. Frontage Road (Int 24) and 19th Street at US 52 SPUI (Int 25) were recently collected on January 16th, 2024, as part of an Intersection Control Evaluation (ICE) study in the area.

Seven additional intersections are analyzed in this study in which no existing turning movement count data was collected. This is due to the intersections being either a new intersection or an internal intersection within the existing RTC campus. The seven locations where data was not collected are:

2. 41st St at NW Multi-Family Access (New Intersection)
11. Valleyhigh Dr at 37th St (Roundabout) (New Intersection)
17. Watson Ave NW at Internal Roadway (Internal Intersection)
18. RTC East[1] at RTC South (Internal Intersection)
20. Watson Ave at RTC South (New Intersection)
21. Internal Roadway EB/WB at Internal Roadway NW/SE (New Intersection)
23. Marketplace Dr at SE Multi-Family Access (New Intersection)

The data at the study intersections was processed for a total of 13 hours (6AM-7PM). The network peak hour periods were determined to be 7:30-8:30 AM and 4:30-5:30 PM.

The existing turning movement count data is summarized in **Figures 3a and 3b.** Complete vehicle turning movement counts are included in **Appendix A**.



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Project: IRGRA 178983
Print Date: 4/2/2025

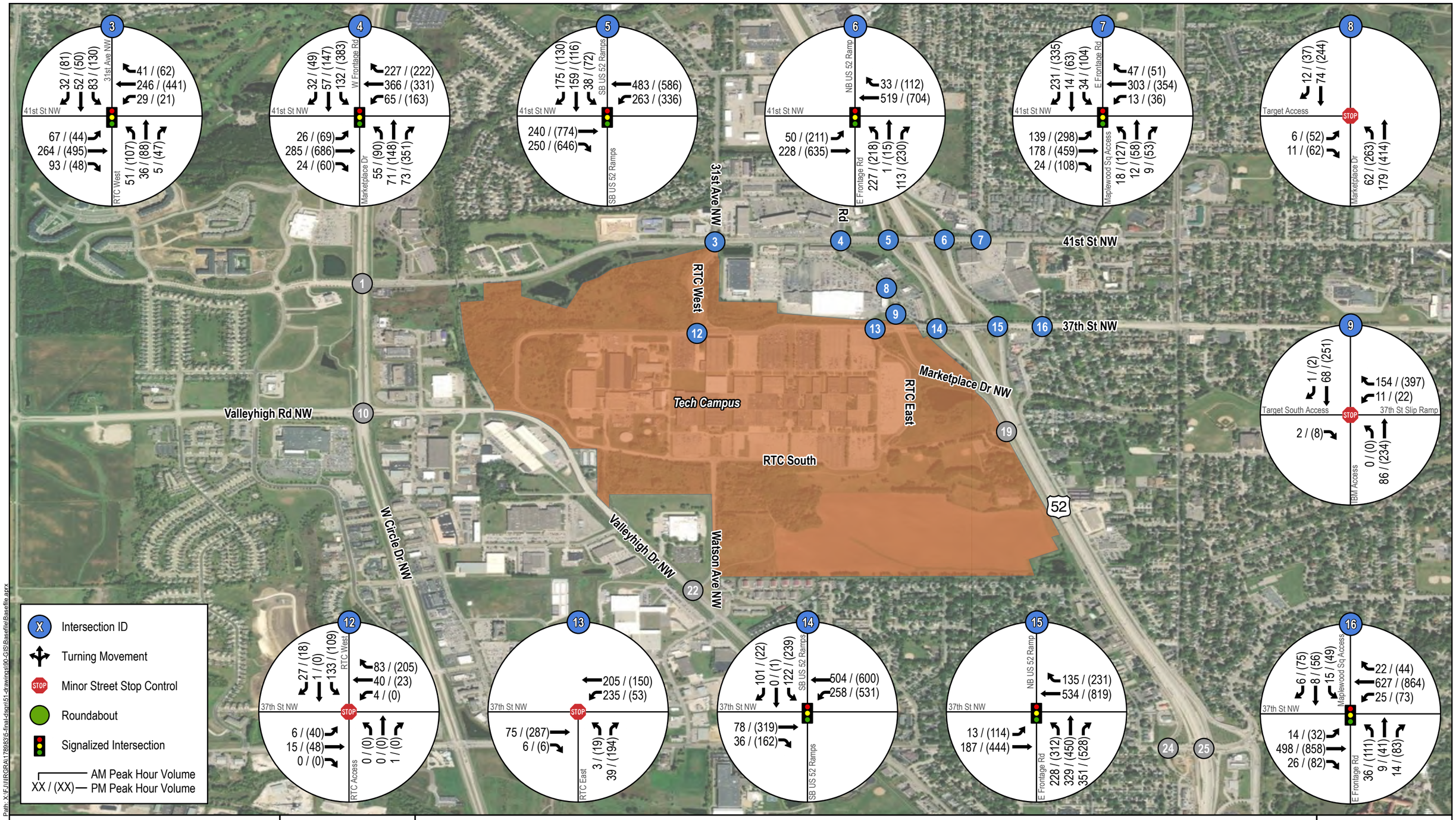
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Projection: Olmsted Co Coord
Source:

2024 Existing Volumes

Rochester Tech Campus
Rochester, MN

Figure 3A

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Project: IRGRA 178983
Print Date: 4/2/2025

User Name: ljohnson
Projection: Olmsted Co Coord
Source:

2024 Existing Volumes

Rochester Tech Campus
Rochester, MN

Figure 3B

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

2.3 Existing Traffic Operations

Traffic operations analysis was conducted to determine the level of service (LOS), delay, and queuing information for the existing AM and PM peak hour conditions.

LOS is a qualitative rating system used to describe the efficiency of traffic operations at an intersection. Six LOS are defined, designated by letters A through F. LOS A represents the best operating conditions (no congestion), and LOS F represents the worst operating conditions (severe congestion).

LOS for intersections is determined by the average control delay per vehicle. The range of control delay for each LOS is different for signalized and unsignalized intersections. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will experience greater delays than an unsignalized intersection. Driver tolerance for delay is greater at a signal than at a stop sign; therefore, the LOS thresholds for each LOS category are lower for unsignalized intersections than for signalized intersections. **Table 2** shows the LOS thresholds for signalized and unsignalized intersections.

Table 2 – Level of Service Thresholds

Level of Service	Average Vehicle Delay (sec/veh)	
	Signalized Intersection	Unsignalized (Stop or Roundabout) Intersection
A	0 to 10	0 to 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

The City of Rochester's traffic service standards regarding Level of Service are as follows:

Traffic Service Standard #2: *"For corridors including mainline, merging areas and ramp junctions, a Level of Service C shall be maintained on any expressway, freeway, or arterial and a Level of Service D on any other designated non-local street on the Comprehensive Plan. At all intersections, a Level of Service C shall be maintained on any arterial or higher order street and a Level of Service D on any other non-residential street. Individual movements within any intersection shall be maintained at or above a Level of Service E. Where the existing Level of Service is below these standards, a traffic impact study shall identify those improvements needed to maintain the existing level of service, and what additional improvements would be needed to raise the level of service to the standards indicated."*

All traffic operations analysis for signalized and stop controlled intersections was performed using the Synchro/SimTraffic (Version 11) software package. The results reported in this analysis are an average of 10 runs in SimTraffic 11. Roundabout operations analysis was performed using Highway Capacity Software (HCS) Version 2024, which utilizes techniques from the Highway Capacity Manual (HCM), 7th Edition.

Table 3 shows the existing traffic operations for the study intersections. Under the existing conditions most study intersections meet the City of Rochester's Traffic Service Standards. However, some intersections do not meet the Vehicle Storage standard as they currently have 95th percentile queues that extend further than the available queue storage in either the Existing AM or PM peak hour. These turn lanes with existing queueing problems include:

- W Circle Dr at 41st St
  - Westbound left
- 41st St at W. Frontage Rd/Marketplace Dr
  - Eastbound right, southbound through, southbound Left
- 41st St at SB US 52 Ramp
  - Westbound left
- 41st St at E. Frontage Rd
  - Northbound left
- 19th St at W. Frontage Rd
  - Westbound left

Full traffic operation analysis result tables and reports for the existing conditions can be found in **Appendix B**.

There are 12 existing traffic signals within the study area:

- W. Circle Dr at 41st St
- 41st St at 31st Ave/RTC West
- 41st St at W. Frontage Rd/Marketplace Dr
- 41st St at SB US 52 Ramp
- 41st St at NB US 52 Ramp/E. Frontage Rd
- 41st St at E. Frontage Rd/Maplewood Sq Access
- W. Circle Dr at Valleyhigh Dr
- 37th St at SB US 52 Ramp
- 37th St at NB US 52 Ramp
- 37th St at 21st Ave/Maplewood Sq Access
- 19th St at W. Frontage Rd
- 19th St at US 52 Interchange (SPUI)

Table 4 provides the longest 95th percentile queue for each approach is reported. This queue could be a left turn, through, or right turn queue. Red highlighting for a 95th% queue signifies that the queue spills out of available queue storage. Orange highlighting signifies that a through queue extends beyond adjacent turn lane storage, potentially blocking access to one or both adjacent turn lanes. Footnotes are utilized for approaches with multiple turning movements that would be highlighted. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 3 – 2024 Existing Traffic Operations Analysis

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
W Circle Dr at 41st St	EB	EBT	53.2 / D	19.2 / B	EBT	54.6 / D	25.0 / C
	WB	WBL	41.6 / D		WBL	49.8 / D	
	NB	NBL	15.2 / B		NBL	24.2 / C	
	SB	SBT	16.4 / B		SBL	34.2 / C	
41st St at 31st Ave/RTC West	EB	EBL	11.4 / B	9.3 / A	EBL	14.9 / B	14.4 / B
	WB	WBL	11.3 / B		WBL	15.1 / B	
	NB	NBT	16.9 / B		NBT	20.2 / C	
	SB	SBT	17.4 / B		SBT	24.0 / C	
41st St at W Frontage Rd/Marketplace Dr	EB	EBL	16.0 / B	15.5 / B	EBT	31.7 / C	24.7 / C
	WB	WBL	9.3 / A		WBL	20.8 / C	
	NB	NBL	39.6 / D		NBT	47.7 / D	
	SB	SBT	44.1 / D		SBL	40.0 / D	
41st St at SB US 52 Ramp	EB	EBT	7.4 / A	12.3 / B	EBR	16.8 / B	22.2 / C
	WB	WBL	15.9 / B		WBL	**66.2 / E**	
	SB	SBL	43.3 / D		SBT	51.0 / D	
41st St at NB US 52 Ramp/E Frontage Rd	EB	EBL	9.7 / A	13.3 / B	EBL	23.9 / C	16.6 / B
	WB	WBT	7.7 / A		WBT	18.9 / B	
	NB	NBL	42.0 / D		NBL	36.5 / D	
41st St at E Frontage Rd/Maplewood Sq Access	EB	EBL	7.1 / A	6.5 / A	EBL	18.1 / B	15.4 / B
	WB	WBL	5.0 / A		WBL	13.2 / B	
	NB	NBL	44.4 / D		NBT	47.9 / D	
	SB	SBL	50.0 / D		SBT	53.3 / D	
Marketplace Dr at SE Target Access	EB	EBL	5.9 / A	0.7 / A	EBL	20.8 / C	2.6 / A
	NB	NBL	2.4 / A		NBL	4.5 / A	
	SB	SBT	0.2 / A		SBT	0.9 / A	
Marketplace Dr at Slip Ramp from 37th St	EB	EBR	3.7 / A	1.9 / A	EBR	3.8 / A	6.2 / A
	WB	WBL	5.6 / A		WBR	13.2 / B	
	NB	NBT	0.4 / A		NBT	1.3 / A	
	SB	SBT	0.2 / A		SBT	0.5 / A	
W. Circle Dr at Valleyhigh Rd	EB	EBL	**62.2 / E**	28.2 / C	EBL	**63.7 / E**	30.4 / C
	WB	WBL	**65.2 / E**		WBL	**57.1 / E**	
	NB	NBL	**62.4 / E**		NBL	**55.7 / E**	
	SB	SBL	**55.5 / E**		SBL	**56.0 / E**	
37th St at RTC West	EB	EBL	2.0 / A	2.8 / A	EBL	2.7 / A	3.1 / A
	WB	WBR	2.2 / A		WBR	2.7 / A	
	NB	NBR	1.9 / A		-	-	
	SB	SBL	6.0 / A		SBL	6.1 / A	

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
37th St at RTC East	EB	EBT	0.1 / A	1.8 / A	EBT	0.4 / A	1.4 / A
	WB	WBL	3.9 / A		WBL	3.4 / A	
	NB	NBL	7.1 / A		NBL	6.8 / A	
37th St at SB US 52 Ramp	EB	EBT	4.4 / A	12.9 / B	EBT	16.7 / B	17.1 / B
	WB	WBT	9.0 / A		WBL	13.4 / B	
	SB	SBL	53.2 / D		SBL	52.0 / D	
37th St at NB US 52 Ramp	EB	EBL	12.6 / B	16.4 / B	EBL	27.7 / C	19.7 / B
	WB	WBT	11.9 / B		WBT	14.0 / B	
	NB	NBT	33.2 / C		NBL	37.1 / D	
37th St at 21st Ave/Maplewood Sq Access	EB	EBL	7.2 / A	5.0 / A	EBL	13.2 / B	12.1 / B
	WB	WBL	7.1 / A		WBL	13.3 / B	
	NB	NBL	53.8 / D		NBL	49.8 / D	
	SB	SBL	42.1 / D		SBL	40.1 / D	
Marketplace Dr at E RTC Access[1]	EB	-	-	0.4 / A	EBL	8.1 / A	0.8 / A
	NB	NBT	0.5 / A		NBT	1.1 / A	
	SB	SBT	0.3 / A		SBT	0.5 / A	
Valleyhigh Dr at Watson Ave NW	WB	WBL	8.7 / A	1.3 / A	WBL	10.4 / B	1.5 / A
	NB	NBR	0.8 / A		NBR	0.6 / A	
	SB	SBL	3.8 / A		SBL	4.0 / A	
19th St at W Frontage Rd	EB	EBL	13.1 / B	11.7 / B	EBL	19.1 / B	16.4 / B
	WB	WBL	13.2 / B		WBL	17.2 / B	
	NB	NBT	**57.9 / E**		NBT	42.9 / D	
	SB	SBL	46.4 / D		SBL	47.8 / D	
19th St at US 52 Interchange	EB	EBL	47.0 / D	30.4 / C	EBL	48.0 / D	31.4 / C
	WB	WBL	36.4 / D		WBL	36.8 / D	
	NB	NBL	34.0 / C		NBL	38.7 / D	
	SB	SBL	32.9 / C		SBL	30.2 / C	

Notes:
1: E RTC Access is blocked by concrete barriers under existing conditions, a low number of vehicles turn into and out of E RTC Access to make U-Turns.

Table 4 – 2024 Existing Operations Analysis Queues

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
W Circle Dr at 41st St	EB	EBT	134	944	EBT	119	944
	WB	WBL	201	290	**WBL**	**372**	**290**
	NB	NBT	80	1200	NBL	138	330
	SB	SBT	177	922	SBT	215	922
41st St at 31st Ave/RTC West	EB	EBT	92	1212	EBT	146	1212
	WB	WBT	116	1336	WBT	169	1336
	NB	NBL	50	130	NBT	107	597
	SB	SBL	79	100	SBT	110	906
41st St at W Frontage Rd/Marketplace Dr	EB	EBT	120	1336	**EBR[1]**	**150**	**95**
	WB	WBT	112	434	WBT	142	434
	NB	NBT	99	272	NBT	174	272
	SB	SBL	128	270	**SBL[2]**	**282**	**270**
41st St at SB US 52 Ramp	EB	EBT	81	450	EBR	317	440
	WB	WBL	164	190	**WBL[1]**	**330**	**190**
	SB	SBT	193	953	SBT	214	953
41st St at NB US 52 Ramp/E Frontage Rd	EB	EBT	69	576	EBL	170	230
	WB	WBT	137	345	WBT	256	345
	NB	NBT	165	625	NBT	159	625
41st St at E Frontage Rd/Maplewood Sq Access	EB	EBL	86	320	EBL	196	320
	WB	WBT	98	457	WBT	201	457
	NB	NBT	54	830	**NBL[1]**	**138**	**95**
	SB	SBL	70	175	SBL	137	175
Marketplace Dr at SE Target Access	EB	EBR	32	60	EBL	62	410
	NB	NBL	29	200	NBL	79	200
	SB	SBT	-	573	SBT	20	573
Marketplace Dr at Slip Ramp from 37th St	EB	EBR	20	110	EBR	28	110
	WB	WBR	55	390	WBR	227	390
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
W. Circle Dr at Valleyhigh Rd	EB	EBT	164	1110	EBL	160	290
	WB	WBL	88	295	WBL	125	295
	NB	NBT	175	1129	NBT	282	1129
	SB	SBL	229	310	SBT	231	670
37th St at RTC West	EB	EBL	20	65	EBL	20	65
	WB	WBR	-	585	WBR	20	585
	NB	NBT	20	400	NBT	-	400
	SB	SBT	66	727	SBT	66	727

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
37th St at RTC East	EB	EBT	-	800	EBT	-	800
	WB	WBL	47	340	WBL	34	340
	NB	NBL	20	940	NBL	35	940
37th St at SB US 52 Ramp	EB	EBT	20	650	EBT	108	650
	WB	WBT	134	610	WBT	231	610
	SB	SBT	190	973	SBT	268	973
37th St at NB US 52 Ramp	EB	EBT	65	610	EBL	132	165
	WB	WBT	214	405	WBT	306	405
	NB	NBT	223	1443	NBT	294	1443
37th St at 21st Ave/Maplewood Sq Access	EB	EBT	57	397	EBT	145	397
	WB	WBT	87	960	WBT	189	960
	NB	NBL	65	150	NBL	136	150
	SB	SBT	66	686	SBT	142	686
Marketplace Dr at E RTC Access[1]	EB	EBL	-	970	EBL	20	970
	NB	NBL	-	130	NBL	-	130
	SB	SBR	-	170	SBR	-	170
Valleyhigh Dr at Watson Ave NW	WB	WBT	43	1199	WBT	59	1199
	NB	NBR	20	305	NBR	20	305
	SB	SBL	37	260	SBL	43	260
19th St at W Frontage Rd	EB	EBT	146	1122	EBT	239	1122
	WB	**WBL[1]**	**118**	**110**	WBT	248	265
	NB	NBR	77	445	NBR	113	445
	SB	SBL	113	250	SBL	186	250
19th St at US 52 Interchange	EB	EBT	162	284	EBT	190	284
	WB	WBL	232	555	WBL	230	555
	NB	NBL	316	860	NBL	334	860
	SB	SBL	315	865	SBL	176	865

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] Through lane queues extend past turn lane storage in addition to turn lane queues extending past available storage
[2] 95th percentile queues extend past available storage for both SBL and SBT lanes

2.4 Crash Analysis

Crash data from January 1, 2019, through June 30, 2024 (5.5 years), was obtained from the MnDOT Crash Mapping Analysis Tool (MnCMAT2). The type and severity of the crashes were reviewed, and the crash rates and critical rates were calculated for the 18 original study intersections; the 7 added or internal development intersections were not included in the crash analysis.

The crash rate at each intersection is expressed as the number of crashes per million entering vehicles (MEV). The critical crash rate is a statistical value that is unique to each intersection and is based on vehicular exposure and the statewide average crash rate for similar intersections. An intersection with a crash rate higher than the critical rate can indicate that there is a high probability that the number of crashes is due to something other than randomness and the site should be reviewed further.

Crash severity is separated into five categories based on injuries sustained during the crash.

- Fatal – Crash that results in a death.
- Severity A – Crash that results in an incapacitating injury or serious injury.
- Severity B – Crash that results in a non-incapacitating injury or minor injury.
- Severity C – Crash that results in possible injury.
- Property Damage – Crash that results in property damage only, with no injuries.

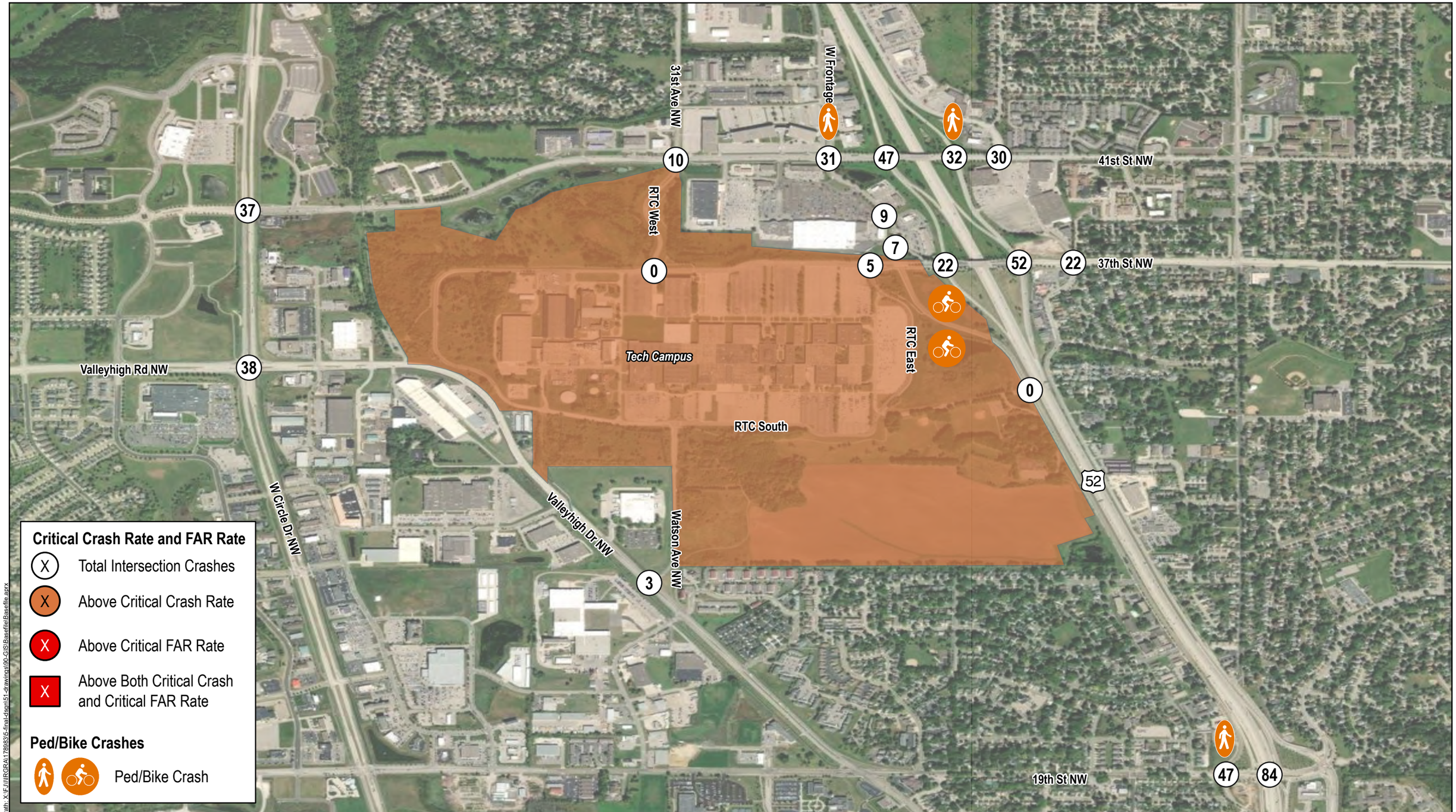
Intersection Crash Summary

- There was a total of 418 crashes that occurred in the 5.5-year timeframe at the 18 study intersections. added or internal intersections were not included in the safety analysis.
- There was one fatal crash and three severity A crashes in the 5.5-year time frame.
  - The fatal crash and one of the severity A crashes occurred at the intersection of W. Circle Drive at 41st Street NW.
- The intersections of West Circle Drive at Valleyhigh Road NW and 19th Street NW at the US 52 Single Point Urban Interchange (SPUI) each experienced one severity A crash.
- None of the study intersections exceeded the calculated critical crash rate for each individual intersection.
- The majority of the intersection crashes were rear end (39%) or right angle (36%) type crashes.
- There were three pedestrian and two bicycle crashes at the study intersections.

The intersection crash information is summarized in **Table 5**. **Figure 4** is a crash summary figure.

Table 5 – Intersection Crash Summary (January 2019 – June 2024)

Intersection	Crash Severity						Crash Rates	
	Fatal	A	B	C	Property Damage	Total	Int. Rate	Critical Rate
West Circle Drive NW at 41st Street	1	1	9	6	20	37	0.59	0.87
41st Street NW at 31st Avenue NW/RTC West	0	0	1	0	9	10	0.27	0.87
41st Street NW at W. Frontage Road/Marketplace Dr	0	0	1	5	29	35	0.55	0.87
41st Street NW at SB US 52 Ramp	0	0	1	6	37	44	0.72	0.88
41st Street NW at NB US 52 Ramp/E. Frontage Road	0	0	2	7	17	26	0.52	0.91
41st Street NW at E. Frontage Road/Maplewood Sq Access	0	0	3	8	20	31	0.70	0.85
Marketplace Drive NW at SE Target Access	0	0	0	1	6	7	0.29	0.36
Marketplace Drive NW at Slip Ramp from 37th Street	0	0	0	2	3	5	0.24	0.38
W. Circle Drive at Valleyhigh Rd	0	1	5	5	27	38	0.54	0.86
37th Street NW at RTC West	0	0	0	0	0	0	0.00	0.52
37th Street NW at RTC East	0	0	0	1	1	2	0.14	0.43
37th Street NW at SB US 52 Ramp	0	0	1	4	12	17	0.46	0.88
37th Street NW at NB US 52 Ramp	0	0	4	6	41	51	0.73	0.86
37th Street NW at 21st Avenue NW/Maplewood Sq Access	0	0	1	2	21	24	0.48	0.90
Marketplace Dr at East RTC Access	0	0	0	0	0	0	0.00	0.50
Valleyhigh Dr at Watson Ave NW	0	0	0	2	1	3	0.14	0.37
19th Street at W. Frontage Rd	0	0	1	7	29	37	0.68	0.89
19th Street at US 52 SPUI	0	1	2	8	40	51	0.66	0.85
Total	**1**	**3**	**31**	**70**	**313**	**418**		



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Source:

Crash Summary

Rochester Tech Campus
Rochester, MN

Figure 4

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3 Future Conditions

To determine the LOS, delay, and queuing information for the AM and PM peak hour conditions for the future year analysis phases, traffic forecasts were developed for the study intersections.

Future traffic volumes were developed for the three development phase years as well as a long-term forecast year. The forecast years include Phase 1 (2027), Phase 2 (2028), Phase 3 (2029), and Horizon Year (2045) volumes.

3.1 Traffic Forecasts and Future No Build Volumes

3.1.1 Background Traffic Growth

Future daily traffic volumes and growth rates were developed using the Rochester-Olmsted Council of Governments (ROCOG) Travel Demand Model (TDM). The TDM was used to capture background traffic growth from existing conditions to the future year 2045, as well as changes in travel patterns due to the roadway network modifications. The following assumptions and methodology were used to develop the traffic forecasts:

- The land use in the five Transportation Analysis Zones (TAZs) within the study area was set to existing year 2018 conditions. The study area TAZs include: 180, 598, 599, 600 and 601; a TAZ map is included in **Appendix D**. The remaining TAZs in the ROCOG TDM used the 2045 Long Range Transportation Plan (LRTP) land use assumptions provided by ROCOG.
- 37th Street connection: As part of this development project, 37th Street will be connected to Valleyhigh Drive through the north side of the RTC Campus. The existing 'International Business Machine' roadway on the north side of the existing campus will be reconstructed as an extension of 37th Street from the US 52 Interchange. The alignment of 37th Street extends west from the US 52 Interchange before proceeding south on the west side of the RTC Campus until it connects with Valleyhigh Drive. The new intersection of 37th Street NW at Valleyhigh Drive is proposed to be a roundabout intersection. The 37th Street connection is proposed to be made in Phase 2 of the Development. **Appendix E** contains the proposed roadway alignment of the 37th Street connection.
- To understand impacts to future travel patterns, in the TDM, the roadway network was updated to include the future 37th Street connection when developing the background traffic growth rates.
- To understand the shifts in background traffic due to the proposed 37th Street connection, scenarios in the TDM were compared with and without the 37th Street Connection and Traffic forecasts in scenarios with the connection were adjusted to incorporate the travel pattern shifts observed in the TDM.

The future 2045 daily traffic forecasts (**Figure 5**) and TDM growth were reviewed and used to develop growth rates for the approaches to all study intersections; the growth rates were applied to the existing turning movement count data to develop future background traffic turning movement forecasts.

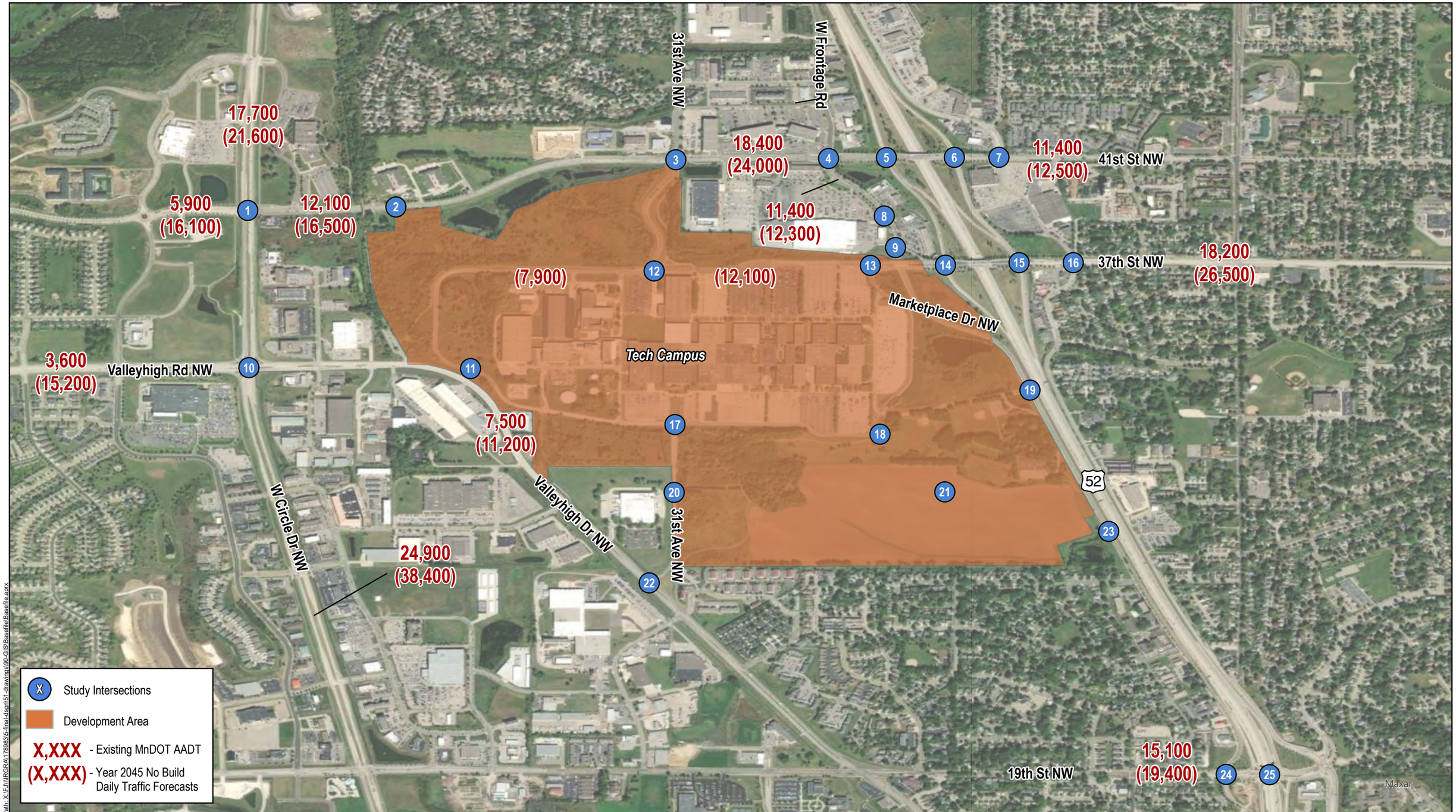
Typically, traffic analysis studies will compare No Build and Build scenarios to determine the impact of a proposed development on a traffic network. In this study, the addition of the proposed 37th Street connection complicates this comparison as the connection shifts background traffic

patterns significantly, making a comparison to a model without the connection not valuable. Since the City of Rochester has no plans to connect 37th Street to Valleyhigh Drive without the study development, No Build scenarios will not be analyzed for development Phase 2, Phase 3, and the Horizon Year, which all would include the 37th Street connection, As such the only No Build scenario analyzed in this study is in Phase 1 (2027) of the development.

The No Build 2027 scenario assumes that 37th Street is not connected to Valleyhigh Drive. As the existing tech campus is not operating at full capacity, trip generation was included for the entire existing site operating at full capacity. First, existing trips to and from the tech campus were removed. Background growth was applied to the network to bring background traffic from 2024 to 2027 levels based on growth rates derived from the TDM. Then, trips were added to the model based on trip generations and trip distributions for the existing tech campus under full operation.

No Build 2027 volumes are represented in **Figures 6A** and **6B**.

Forecasted background traffic for Phase 2 (2028), Phase 3 (2029), and Horizon Year (2045) scenarios were calculated similarly to the No Build 2027 scenario. As in the No Build 2027 scenario, to model the existing tech campus at full capacity, existing tech campus trips were removed, and trips generated for the existing tech campus operating at full capacity were added and routed through the traffic network. Background traffic was grown according to the developed background growth rates to each scenario's specified analysis year. An adjustment of background traffic volumes was made to reroute a portion of the background traffic from 41st Street to the new 37th Street connection according to expected volumes found from the TDM.



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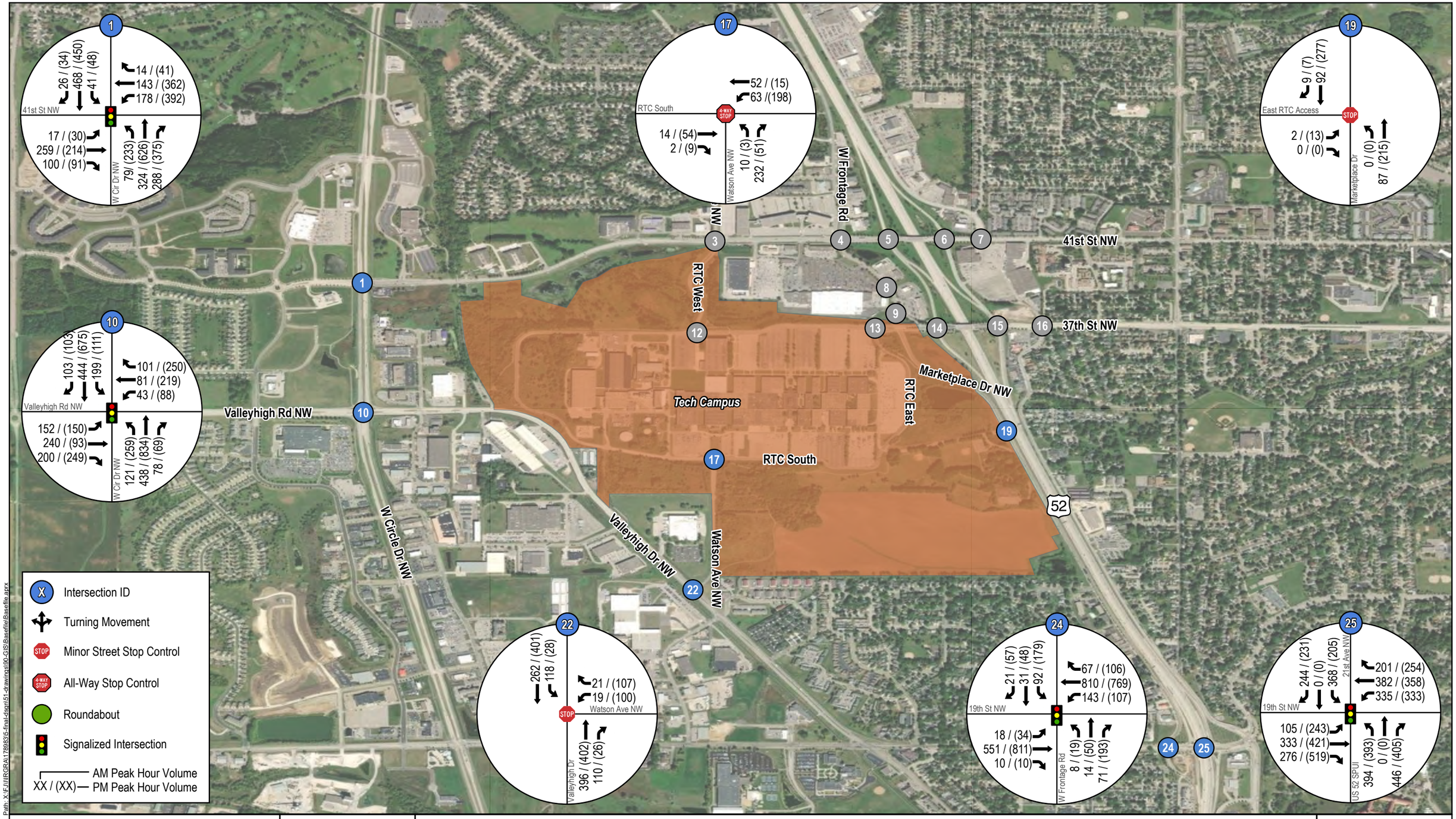
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Year 2045 No Build Daily Traffic Forecasts

Rochester Tech Campus
Rochester, MN

Figure 5

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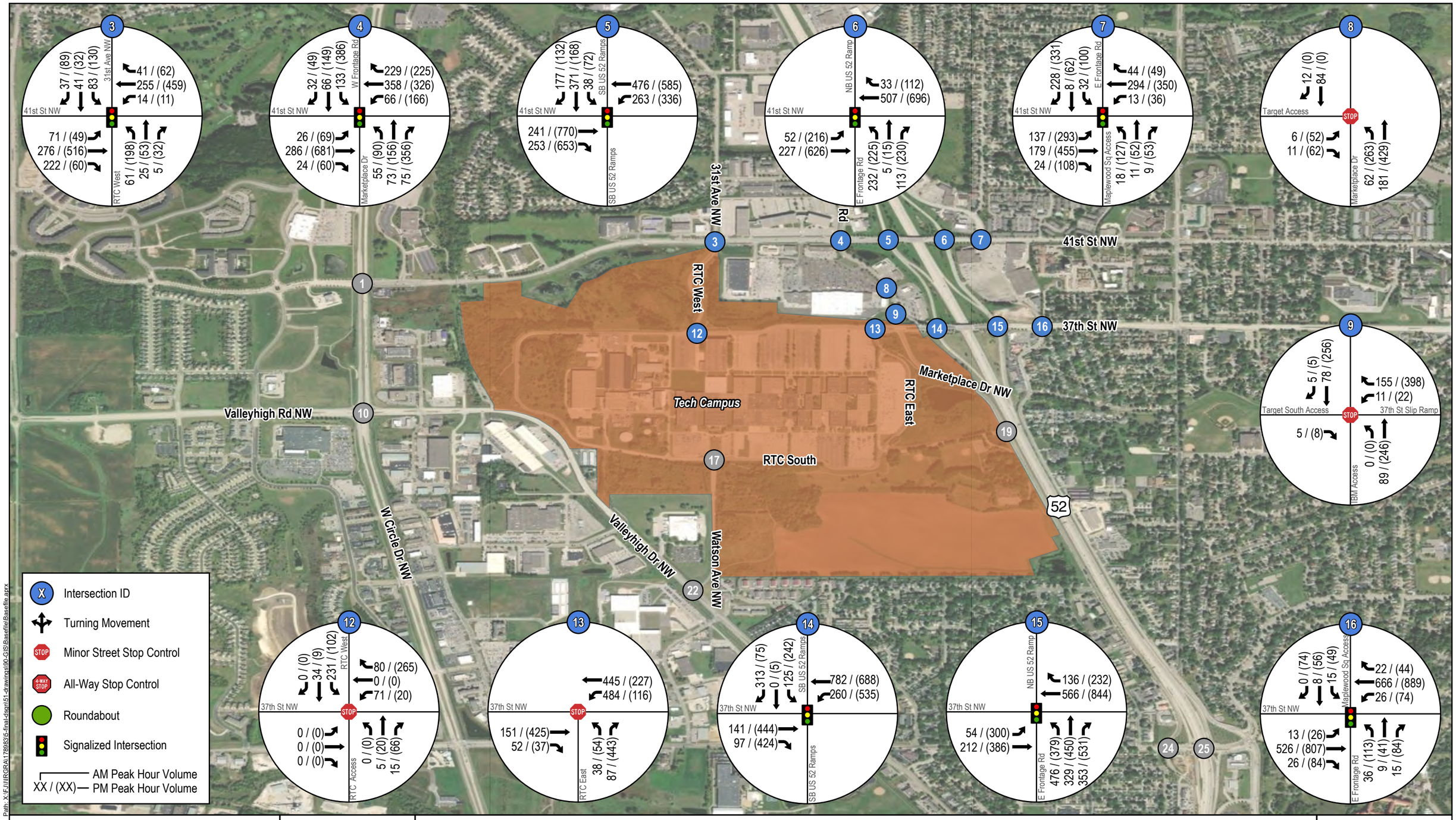
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2027 No Build Volumes

Rochester Tech Campus
Rochester, MN

Figure 6A

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2027 No Build Volumes

Rochester Tech Campus
Rochester, MN

Figure 6B

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3.2 Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, was used to estimate trip generation for the AM and PM peak hours for each parcel in the proposed Rochester Technology Campus development. Internal trip capture rates were applied to reduce the total trips entering the development study area using methodology from NCHRP Report 684.

Trip generation estimates were developed for the three phases proposed as part of the RTC project.

Definitions of key terms related to this study's trip generation analysis are provided below for reference:

- **Trip Generation:** The estimated number of trips generated to and from a site based on activity for that land use type.
- **Internally Linked Trip:** A trip where a user visits multiple land uses within a development while making only one trip in and out of the public roadway network. Internally linked trips reduce the total trips entering and exiting the development study area and reduce the total driveway trips to the site.
- **External Driveway Trip:** A trip that enters or exits a development from a driveway on the public roadway network. Driveway trips are key metrics in analyzing the operational impact a development has on the local traffic.
- **Pass-by Trip:** Pass-by trips are existing background traffic vehicles that are already traveling between an origin and destination. As the vehicles are passing a new development retail access point, they decide to take an intermediate stop at the retail businesses before continuing onto their final destination. These trips alter vehicle volumes at the retail access driveways but do not add trips to the greater traffic network.
- **Diverted Trip:** Diverted trips are similar to pass-by trips, these are existing background traffic vehicles that are within the traffic network on their way to a final destination outside the development. The vehicle decides to make a stop at the development before continuing onto their final destination. However, unlike a pass-by trip, the vehicles are not directly passing by a retail development access point and are required to divert their trip through a number of intersections to get to their intermediate stop at the development. These trips alter vehicle volumes at a number of intersections within the traffic network but come from background traffic vehicles and do not generally add vehicle traffic to the interchanges or outer intersections of the modeled traffic network.

The total proposed mixed use development site is expected to generate approximately 41,135 trips per day under the full build conditions, with approximately 1,593 AM peak hour total trips and 3,335 PM peak hour total trips.

Based on the National Cooperative Highway Research Program (NCHRP) Report 684's methodology, reasonable internally linked trip reduction percentages range from 6.7% to 22.3% in the AM and PM peak hours, based on the phase of development. These internal linked trip reductions were applied to the trip generation values. For retail land uses, pass-by and diverted trips were calculated and assigned to the roadway network.

With all of the internal link trips, pass-by trips, and diverted trips calculations applied, the total new external driveway trips expected to enter and exit the site are 1,122 AM peak hour external driveway trips and 1,614 PM peak hour external driveway trips. These new external driveway

trips were then distributed among the study intersections for analysis. Pass-by and diverted trips were distributed through the model where applicable.

For the shopping center and shopping plaza land uses, the following pass-by trip and diverted trip rates were used based on data provided by ITE.

- For Shopping Centers (ITE Land use 820), ITE suggests rates of 22% for pass-by trips and 26% for diverted trips based on data from 24 case studies.
- For Shopping Plaza (ITE Land use 821), ITE suggests rates of 40% for pass-by trips and 23% for diverted trips based on data from 15 case studies.

The three development phase years are as follows:

- Phase 1 (2027)
- Phase 2 (2028)
- Phase 3 (2029)

Tables 6, 7, and 8 summarize the proposed trip generation for the Rochester Technology Campus development site in each of the three development phases. **Table 9** summarizes the combined trip generation under full build out conditions. The site plan and trip generation areas are shown in **Figure 7A**. Development Phasing is shown in **Figure 7B**. Lot C, in the northern area of the site, was excluded from the trip generation review as no development is planned for this area of the site.

ROCHESTER TECHNOLOGY CAMPUS CONCEPTUAL SITE PLAN

FINAL DRAFT
02.29.24

SEH

41st Street
8.3 ac
B1
11.2 ac
B2
B3
14.9 ac
13 ac
B4
13.6 ac
C
37th STREET
Convert to 120' ROW
100' Wide Trail Easement
37th Street
4.6 ac
D
A
20.6 ac
40th Avenue
4.3 ac
E
5.8 ac
7.3 ac
E Frontage Road
33rd Street
ROCHESTER TECHNOLOGY
CAMPUS-WEST
Valleyhigh Drive
New Roundabout
Intersection
3-way Roundabout
F
5.5 ac
G
10.8 ac
Marketplace Drive
US 52 / US 63
E Frontage Road
2.2 ac
4.9 ac
P
15.2 ac
J
5.2 ac
7 ac
O
I
H
L
14.5 ac
K
4.5 ac
5.5 ac
31st Avenue NW
Technology Drive
Valleyhigh Drive
53.4 ac
N
M
7 ac
25th Street
26th Street

LEGEND

- 4-PLEX TOWNHOMES
- MULTIFAMILY HOUSING
- HOTEL
- COMMERCIAL / RETAIL
- COMMERCIAL
- LIGHT INDUSTRIAL
- RTC CORE CAMPUS BUILDINGS
- ROADWAYS
- PARKING / PRIVATE DRIVEWAYS
- WETLAND
- STORMWATER POND (Proposed)
- STORMWATER POND (Existing)

Figure 7A

ROCHESTER TECHNOLOGY CAMPUS CONCEPTUAL SITE PLAN

FINAL DRAFT
02.29.24

SEH

ROCHESTER TECHNOLOGY CAMPUS-WEST

41st Street
37th STREET Convert to 120' ROW
37th Street
100' Wide Trail Easement
40th Avenue
Valleyhigh Drive
New Roundabout Intersection
E Frontage Road
33rd Street
Marketplace Drive
US 52 / US 63
31st Avenue NW
25th Street
26th Street

B1 8.3 ac
B2 11.2 ac
B3 14.9 ac
B4 13 ac
C 13.6 ac
A 20.6 ac
D 4.6 ac
E 4.3 ac
5.8 ac
7.3 ac
F 10.8 ac
G 5.5 ac
H 5.5 ac
I 4.9 ac
J 2.2 ac
K 7 ac
L 14.5 ac
M 53.4 ac
N 7 ac
O 5.2 ac
4.5 ac
P 15.2 ac

LEGEND

- 4-PLEX TOWNHOMES
- MULTIFAMILY HOUSING
- HOTEL
- COMMERCIAL / RETAIL
- COMMERCIAL
- LIGHT INDUSTRIAL
- RTC CORE CAMPUS BUILDINGS
- ROADWAYS
- PARKING / PRIVATE DRIVEWAYS
- WETLAND
- STORMWATER POND (Proposed)
- STORMWATER POND (Existing)

Development Phases

- Phase 1
- Phase 2
- Phase 3

Figure 7B

Table 6 – Proposed Phase 1 Development Trip Generation

Area	Description	Land Use	ITE Land Use	Size	Units	Weekday Daily Trips	AM Trips			PM Trips		
							Total	Enter	Exit	Total	Enter	Exit
Northwest	B1	Multifamily Housing (Low-Rise)	220	149	Units	1,004	60	14	46	76	48	28
	B2			202	Units	1,361	81	19	62	103	65	38
	B3			224	Units	1,510	90	22	68	114	72	42
	B4	Senior Adult Housing - Multifamily	252	130	Units	421	26	9	17	33	18	15
					Subtotal Trips		257	64	193	326	203	123
					Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)		(17)	(4)	(13)	(72)	(45)	(27)
					External Driveway Trips		**240**	**60**	**180**	**254**	**158**	**96**
West	A	Data Center	160	300	KSF	297	33	18	15	27	8	19
	P			330	KSF	327	36	20	16	30	9	21
					Sub-Total Trips		69	38	31	57	17	40
					Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)		(4)	(2)	(2)	(13)	(4)	(9)
					External Driveway Trips		**65**	**36**	**29**	**44**	**13**	**31**
East	F	Shopping Center	820	200	KSF	7,402	168	104	64	680	326	354
					Pass-by Trips (22%)		37	23	14	150	72	78
					Diverted Trips (26%)		44	27	17	177	85	92
					New Trips (52%)		87	54	33	353	169	184
	E	Fine Dining Restaurant	931	15.00	KSF	1,258	11	9	2	117	78	39
	D	Shopping Plaza (No Supermarket)	821	50.00	KSF	3,376	87	54	33	260	127	133
					Pass-by Trips (40%)		35	22	13	104	51	53
					Diverted Trips (23%)		20	12	8	60	29	31
					New Trips (37%)		32	20	12	96	47	49
					Sub-Total New Trips		130	83	47	566	294	272
					Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)		(9)	(6)	(3)	(126)	(65)	(61)
					External Driveway Trips		**121**	**77**	**44**	**440**	**229**	**211**
					Phase 1 Total Trips	**16,956**	**592**	**269**	**323**	**1,440**	**751**	**689**
					Phase 1 External Driveway Trips Total		**426**	**173**	**253**	**738**	**400**	**338**

Table 7 – Proposed Phase 2 Development Trip Generation

Area	Description	Land Use	ITE Land Use	Size	Units	Weekday Daily Trips	AM Trips			PM Trips		
							Total	Enter	Exit	Total	Enter	Exit
South	N	Single-family Attached Housing	215	212	Units	1,526	102	32	70	121	69	52
	M			212	Units	1,526	102	32	70	121	69	52
	Subtotal Trips						204	64	140	242	138	104
	Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)						(14)	(4)	(10)	(54)	(30)	(24)
	External Driveway Trips						**190**	**60**	**130**	**188**	**108**	**80**
Southeast	H	Shopping Plaza (No Supermarket)	821	105.00	KSF	8,778	225	140	85	675	331	344
		Pass-by Trips (40%)					90	56	34	270	132	138
		Diverted Trips (23%)					52	32	20	155	76	79
		New Trips (37%)					83	52	31	250	123	127
	Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)						(6)	(3)	(3)	(56)	(27)	(29)
	External Driveway Trips						**77**	**49**	**28**	**194**	**96**	**98**
Phase 2 Total Trips						**11,830**	**429**	**204**	**225**	**917**	**469**	**448**
Phase 2 External Driveway Trips Total							**267**	**109**	**158**	**382**	**204**	**178**

Table 8 – Proposed Phase 3 Development Trip Generation

Area	Description	Land Use	ITE Land Use	Size	Units	Weekday Daily Trips	AM Trips			PM Trips		
							Total	Enter	Exit	Total	Enter	Exit
South	O1	Business Park	770	60.5	KSF	752	82	70	12	74	19	55
	O2		770	66.5	KSF	827	90	77	13	81	21	60
	J	Multifamily Housing (Low-Rise)	220	200.0	Units	1,348	80	19	61	102	64	38
	K		220	53.0	Units	357	21	5	16	27	17	10
	L		220	53.0	Units	357	21	5	16	27	17	10
					Subtotal Trips		294	176	118	311	138	173
	Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)						(18)	(11)	(7)	(69)	(31)	(38)
	External Driveway Trips						**276**	**165**	**111**	**242**	**107**	**135**
Southeast	I	Multifamily Housing (Low-Rise)	220	240	Units	1,618	96	23	73	122	77	45
					Subtotal Trips		96	23	73	122	77	45
	Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)						(6)	(2)	(4)	(27)	(17)	(10)
	External Driveway Trips						**90**	**21**	**69**	**95**	**60**	**35**
East	G	Shopping Plaza (No Supermarket)	821	105	KSF	7,090	182	113	69	545	267	278
		Pass-by Trips (40%)					73	45	28	218	107	111
		Diverted Trips (23%)					42	26	16	125	61	64
		New Trips (37%)					67	42	25	202	99	103
	Internal Linked Trip Reduction: 6.7% (AM) & 22.3% (PM)						(4)	(3)	(1)	(45)	(22)	(23)
	External Driveway Trips						**63**	**39**	**24**	**157**	**77**	**80**
Phase 3 Total Trips						**12,349**	**572**	**312**	**260**	**978**	**482**	**496**
Phase 3 External Driveway Trips Total							**429**	**225**	**204**	**494**	**244**	**250**

Table 9 – Proposed Development Trip Generation Summary

Description	Weekday Daily Trips	AM Trips			PM Trips		
		Total	Enter	Exit	Total	Enter	Exit
Phase 1 Total Trips	16,956	592	269	323	1,440	751	689
Phase 1 External Driveway Trips Total		426	173	253	738	400	338
Phase 2 Total Trips	11,830	429	204	225	917	469	448
Phase 2 External Driveway Trips Total		267	109	158	382	204	178
Phase 3 Total Trips	12,349	572	312	260	978	482	496
Phase 3 External Driveway Trips Total		429	225	204	494	244	250
Full Build Out Summary							
Total Trips	**41,135**	**1,593**	**785**	**808**	**3,335**	**1,702**	**1,633**
Total Pass-by Trips		235	146	89	742	362	380
Total Diverted Trips		158	97	61	517	251	266
Total New Trips		1,200	542	658	2,076	1,089	987
Total Linked Trip Reduction		(78)	(35)	(43)	(462)	(241)	(221)
Total External Driveway Trips		**1,122**	**507**	**615**	**1,614**	**848**	**766**

3.3 Trip Distribution

Trips from the proposed Rochester Technology Campus development were distributed to the roadway network based on travel patterns developed from the ROCOG Travel Demand Model.

3.3.1 ROCOG Travel Demand Model Trip Distribution

To understand the distribution of trips to and from the development site, the ROCOG TDM was used. The five TAZs in the study area were updated to reflect the proposed RTC development; the land use in all other TAZs remain consistent with the ROCOG 2045 Long Range Transportation Plan (LRTP). Trips originating in and destined to the development were isolated and the magnitudes of the model volumes were used to develop the following distribution of trips to and from the RTC development:

- 1% to/from the north on W. Circle Dr
- 2% to/from the north on 31st Ave
- 19% to/from the north on US 52
- 16% to/from the east on 37th St
- 29% to/from the south on US 52
- 6% to/from the southeast on Valleyhigh Dr
- 4% to/from the south on W. Circle Dr
- 3% to/from the west on US 14
- 10% to/from the west on 41st St/Badger Hills Dr
- 10% to/from the west on Valley High Dr

The trip distribution routing to/from each individual development parcel was based on each parcel's location within the overall development area and the ease of access to and from the surrounding roadway network. Parcels within the development that have more immediate access to 41st Street or Marketplace Drive will have some variation to their trip distribution percentages and routing, but the overall directionality of the trip distributions will remain the same.

Phase 1 of the development assumed that 37th Street would not be connected to Valleyhigh Drive, and trips were routed accordingly. Phase 2 and 3 of the development assumed that 37th is connected to Valleyhigh Drive, with vehicles routed through the new connection accordingly.

Figure 8 shows the overall traffic distribution to the surrounding roadway network.



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Trip Distributions

Rochester Tech Campus
Rochester, MN

Figure 8

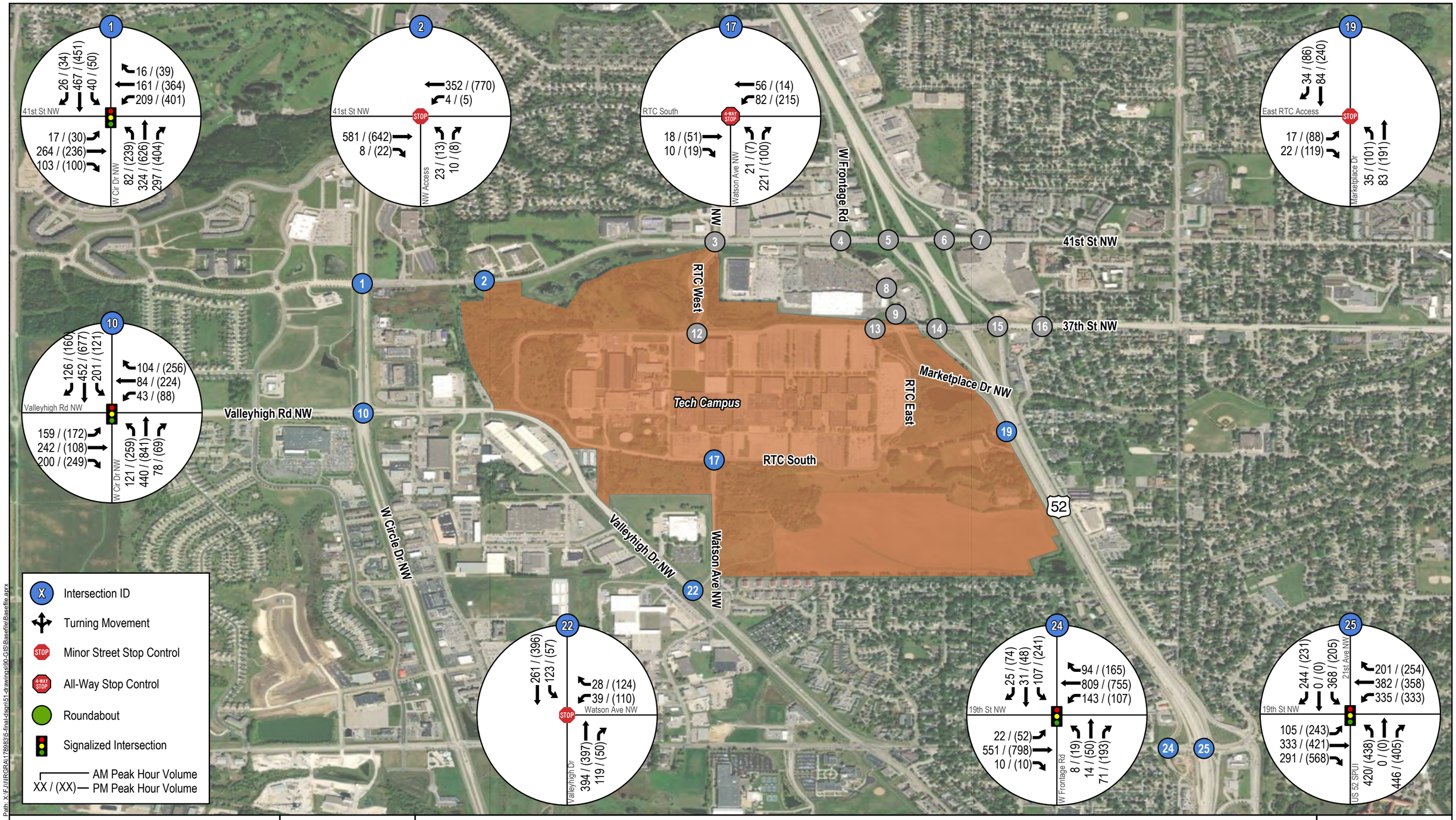
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4 Build Conditions

Future Phase 1 (2027), Phase 2 (2028), Phase 3 (2029), and Horizon Year (2045) Build volumes were created by combining the estimated development trips with background traffic grown to the development phase year as described in section 3.1.

Development trips were routed through the network according to the build distribution found from the ROCOG Travel Demand Model. In Phase 2, Phase 3 and the Horizon Year scenario, 37th Street is assumed to be connected to Valleyhigh Drive. The proposed development traffic is routed through this connection as applicable. Background traffic is rerouted through the new connection according to findings from the Travel Demand Model when the new connection makes for a shorter trip between origin and destination pairs within the Travel Demand Model.The following figures show the Build Volumes at each phase of the development:

- The Phase 1 (2027) Build volumes are represented in **Figures 9A and 9B**.
- The Phase 2 (2028) Build volumes are represented in **Figures 10A and 10B**.
- The Phase 3 (2029) Build volumes are represented in **Figures 11A and 11B**.
- The Horizon Year (2045) Build volumes are represented in **Figures 12A and 12B**.



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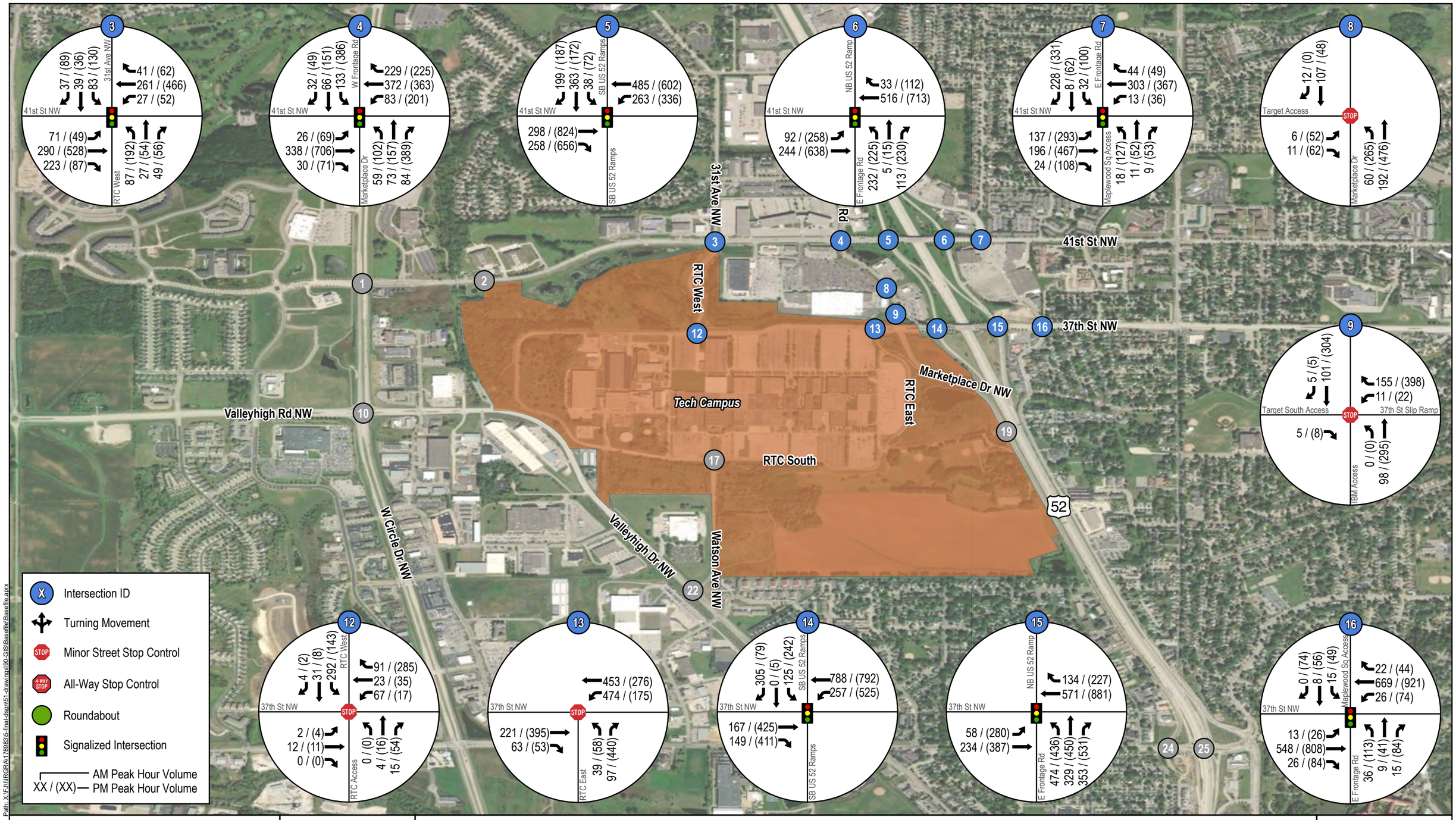
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Projection: Olmsted Co Coord
Source:

2027 Build Volumes - Phase 1

Rochester Tech Campus
Rochester, MN

Figure 9A

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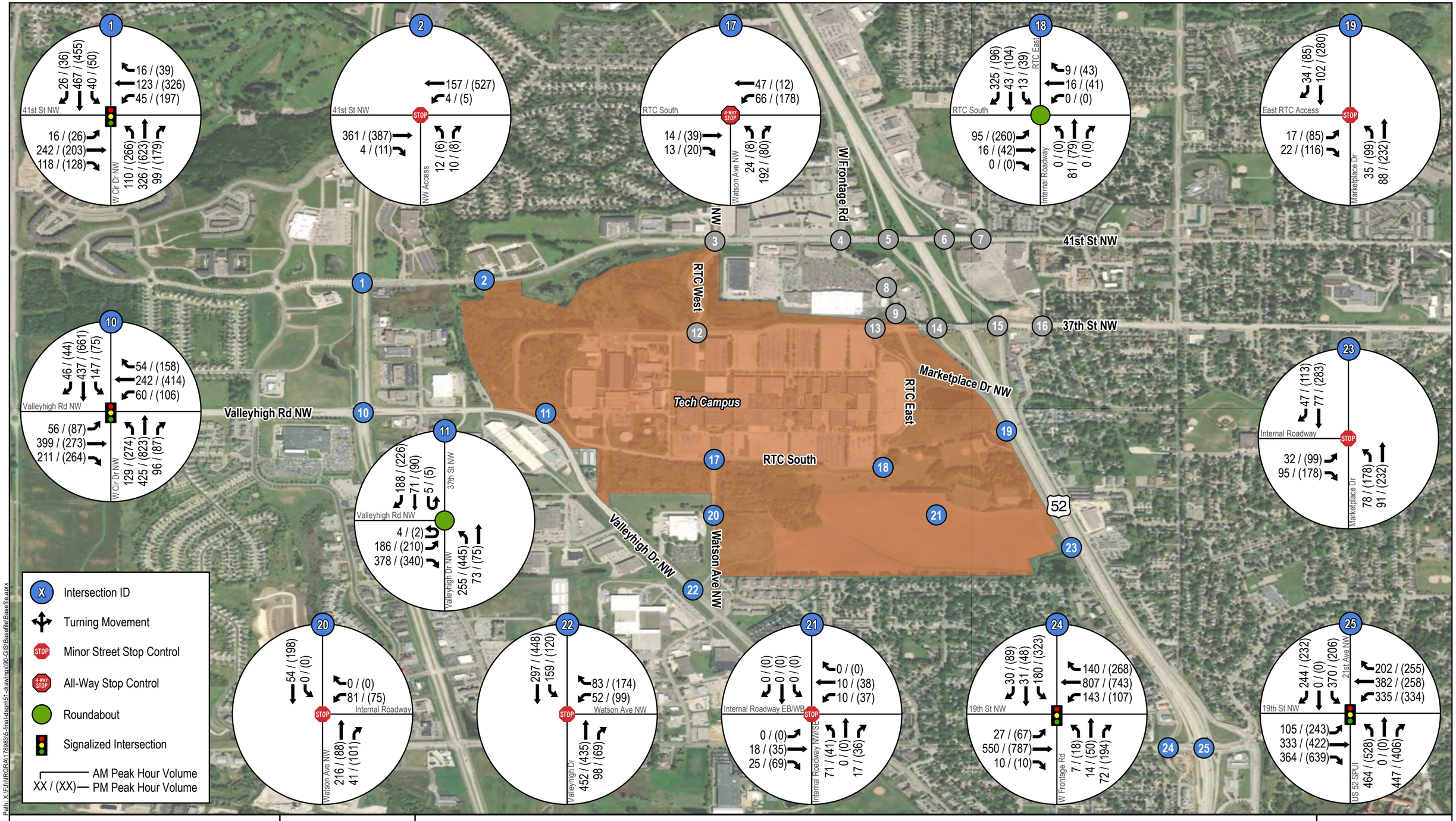
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2027 Build Volumes - Phase 1

Rochester Tech Campus
Rochester, MN

Figure 9B

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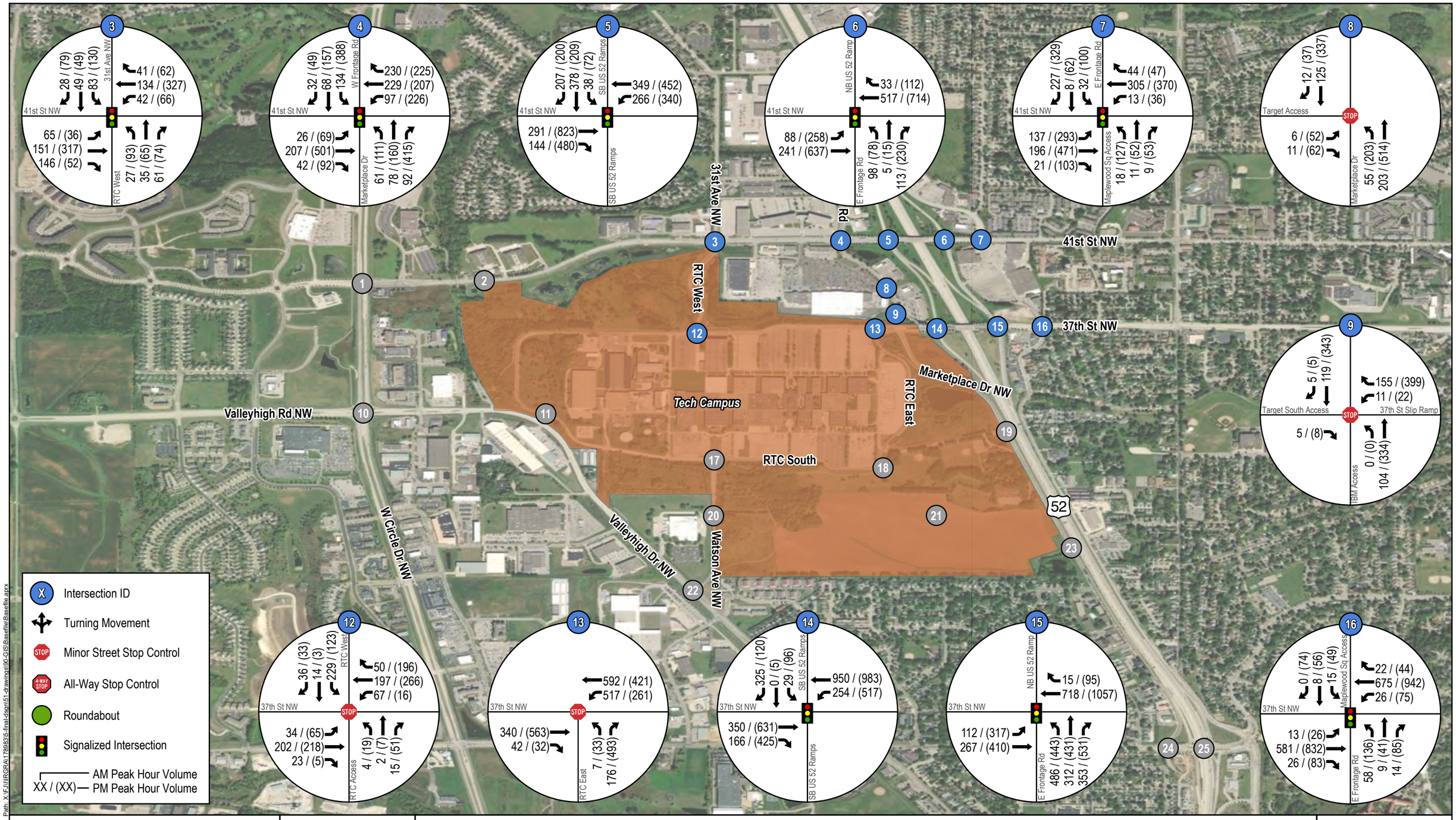
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2028 Build Volumes - Phase 2

Rochester Tech Campus
Rochester, MN

Figure 10A

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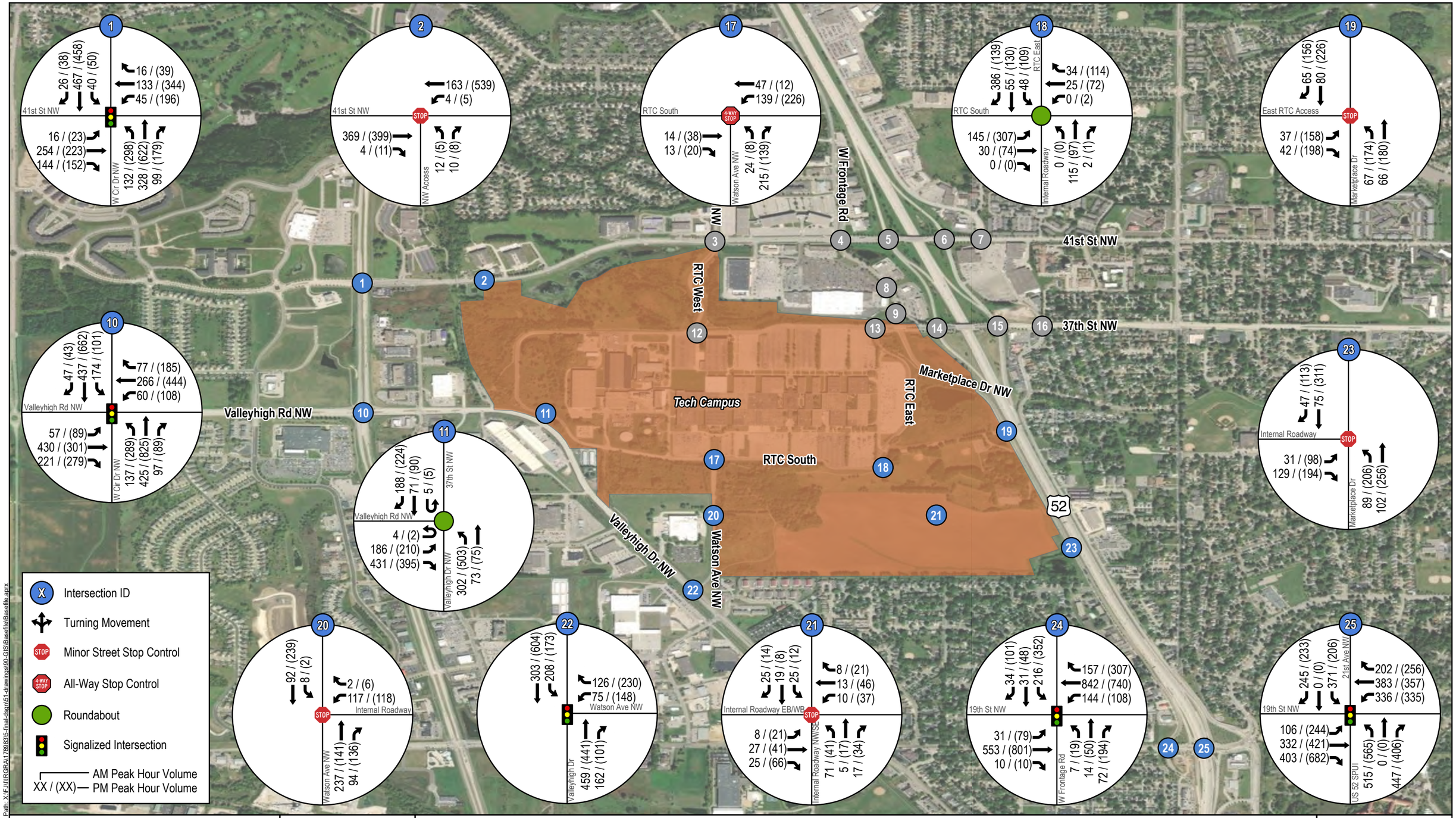
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2028 Build Volumes - Phase 2

Rochester Tech Campus
Rochester, MN

Figure 10B

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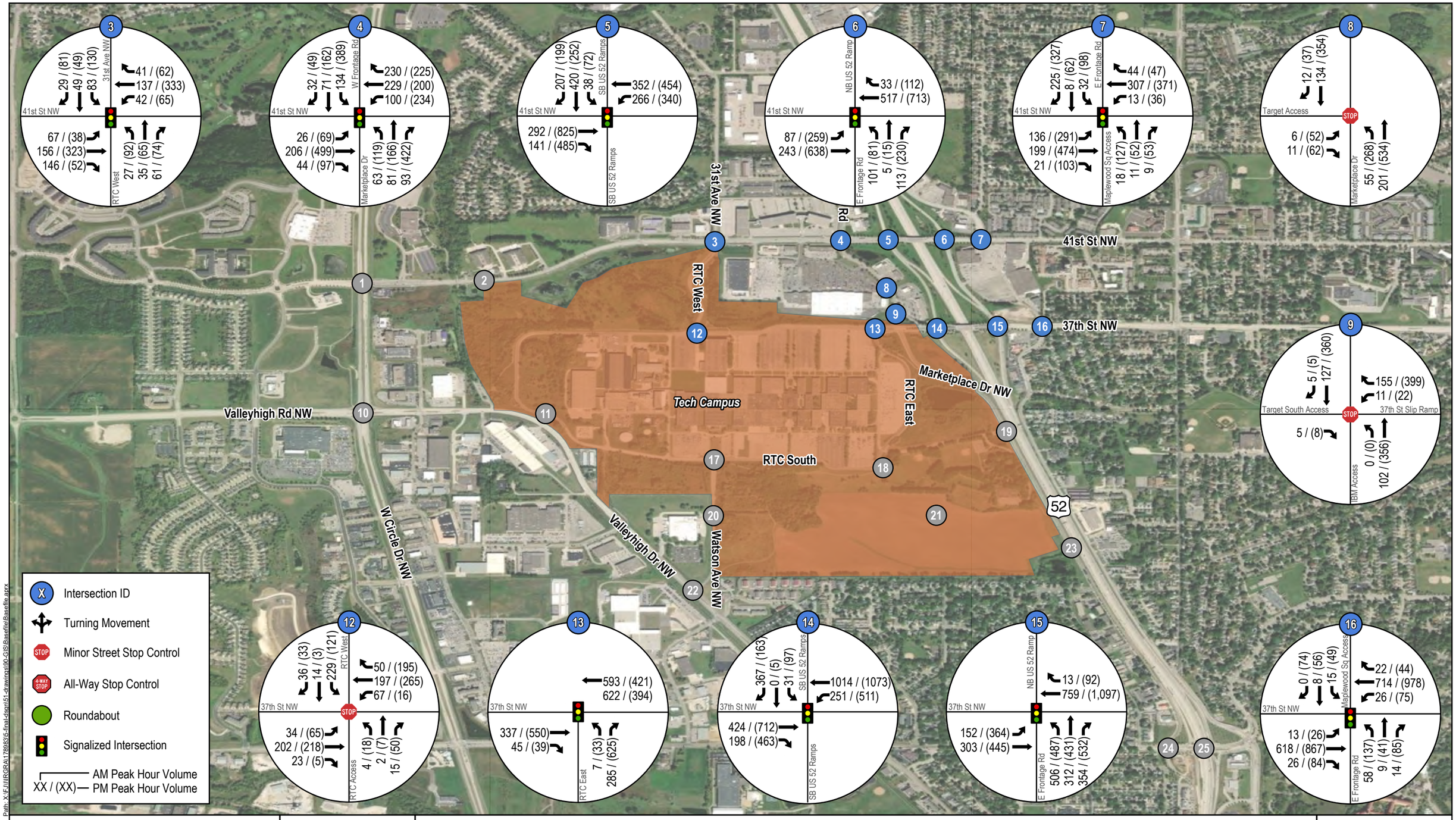
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2029 Build Volumes - Phase 3

Rochester Tech Campus
Rochester, MN

Figure
11A

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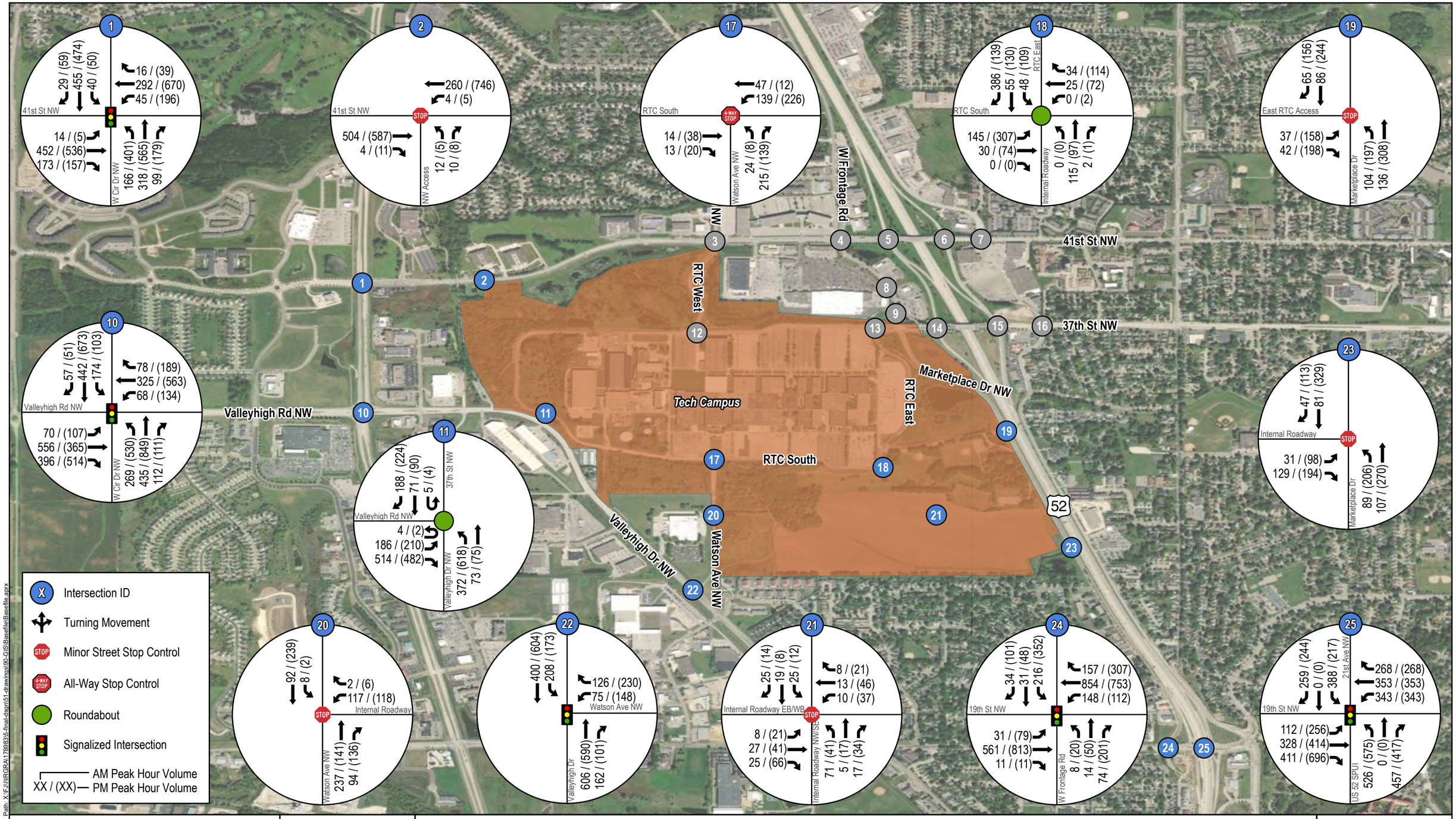
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2029 Build Volumes - Phase 3

Rochester Tech Campus
Rochester, MN

Figure
11B

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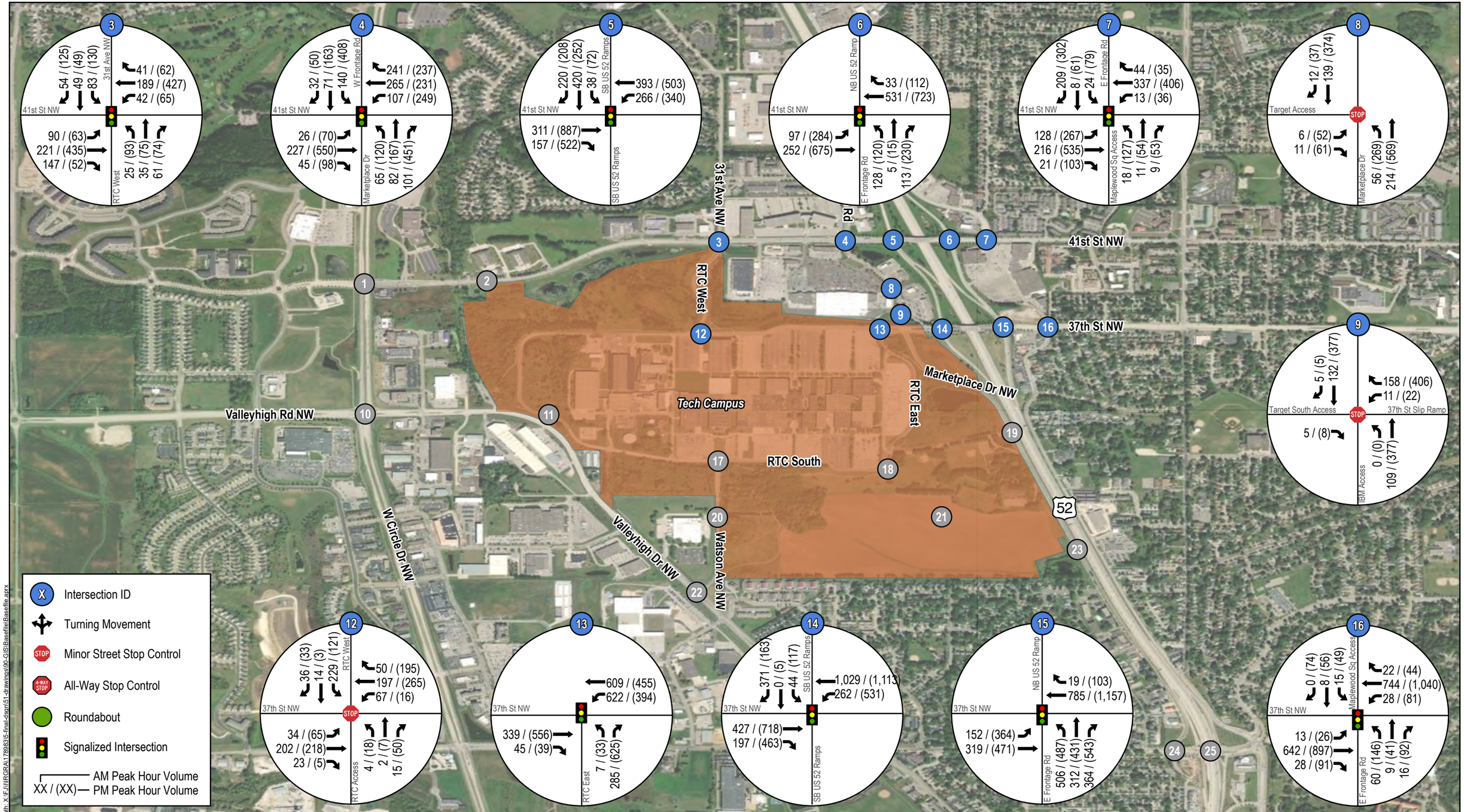
User Name: ljohnson
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2045 Build Volumes - Horizon Year

Rochester Tech Campus
Rochester, MN

Figure 12A

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User Name: ljohnson
Projection: Olmsted Co Coord
Source:

2045 Build Volumes - Horizon Year

Rochester Tech Campus
Rochester, MN

Figure 12B

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5 Warrant Analysis

The Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) provides guidance on when it may be appropriate to use all-way stop or signal control at an intersection. This MnMUTCD guidance is provided in the form of “warrants”, or criteria, for when all-way stop or signal control may be justified. Though all-way stop or signal control typically should not be installed at an intersection unless a MnMUTCD warrant is met, meeting a warrant at an intersection does not in itself require the installation of that control. An engineering study that considers factors, including warrants, should be performed to determine the “best” type of control at an intersection. MnDOT guidance suggests that roundabouts are warranted if traffic volumes meet the criteria for either all-way stops or traffic signals, or to address specific safety concerns at the intersection.

5.1.1 Requirements for Installation of an All-Way Stop

For all-way stop control installation, the study reviewed the minimum volume criteria outlined in the MnMUTCD (Chapter 2B.7). This criteria states that for any 8 hours of the day, the combined major approach volumes and combined minor approach volumes should be at or greater than the volume thresholds.

5.1.2 Requirements for Installation of a Traffic Signal

For traffic signal installation, many agencies typically require volume thresholds for Warrant #1 to be satisfied, which requires 8-hours of combined major approach volumes and the highest minor street approach volume to meet MnMUTCD thresholds. These thresholds vary with the number of approach lanes on the major and minor street. Other warrants may be used as indicators of a need to consider traffic control change; an engineering study that considers factors, including warrants, should be performed to determine the optimum type of control at an intersection. Warrant #2 (four hour) and Warrant #3 (peak hour) were also included in the analysis for the study intersection.

5.1.3 Warrant Analysis Assumptions

MnMUTCD guidelines suggest that for the purpose of warrant analysis, 100% of right turning traffic from the minor leg should be removed because right turning vehicles are typically able to enter the traffic stream with minimal delay or conflict; the right turning traffic would not require a traffic signal to reduce delay or improve safety. In certain circumstances (i.e. high right turn volume, minimal mainline gaps, etc.), MnDOT procedures allow for the inclusion of 50% of the minor street right turning traffic in the analysis. The MnDOT guidance states “if right turning volume exceeds 70% of its potential capacity for any hour for each approach, 50% of the right turning volume for all hours should be added back in.”

MnMUTCD guidelines suggest that the warrant thresholds may be reduced based on the roadway speeds and population of the city the intersection is within. If either major approach to the intersection has a posted speed, or 85th percentile speed, that exceeds 40 mph, then a reduction to 70% threshold volumes is allowed in both the all-way stop warrant and traffic signal warrant. If the population of the city is less than 10,000 people, a reduction to 70% threshold volumes is allowed in the traffic signal warrant, but not in the all-way stop warrant.

5.1.4 Warrant Results Summary

Warrant analysis was performed for following five intersections to determine appropriate intersection control types and under which development phase any intersection control changes should occur:

- 37th Street at Valleyhigh Drive
- 37th Street at RTC West
- 37th Street at RTC East
- RTC South at RTC East
- Valleyhigh Drive at Watson Avenue

Warrant analysis was not performed at the remaining 20 intersections, for the following reasons:

- 12 intersections already operate under traffic signal control
- The 8 remaining intersections all operate at LOS A overall in the AM and PM peak hours through all future scenarios while remaining under stop control. These intersections are not expected to have high enough volumes to meet warrant thresholds.

The full all-way stop warrant and traffic signal warrant analysis for each intersection and development phase can be found in **Appendix C**.

5.1.4.1 37th Street at Valleyhigh Drive

During Phase 1 of the development, there is no planned connection of 37th Street to Valleyhigh Drive. Therefore, this intersection would not yet exist and no warrant analysis for Phase 1 was performed.

During Phase 2, 37th Street is expected to be connected to Valleyhigh Drive. The warrant analysis for Phase 2 tests whether a minor-street stop-controlled intersection would be adequate for Phase 2 or if a different control type would be warranted. The analysis assumed that Valleyhigh Drive maintains 4 lanes of traffic free from control and 37th Street connects as the minor approach of a T intersection. Phase 2 warrants found that the intersection meets all-way stop and traffic signal warrants. Due to high volumes on Valleyhigh Drive, an all-way stop is not preferred at the study intersection. Therefore, either a traffic signal or roundabout would be warranted and should be evaluated when the connection of 37th Street to Valleyhigh Drive is made in Phase 2 of the development.

A Phase 3 warrant analysis was performed. This analysis tests the proposed layout of squaring up the intersection. Under the proposed layout, the eastbound and northbound approaches are squared up such that the intersection no longer occurs on a curve. The eastbound approach was considered the minor approach with the northbound and southbound approaches being the major approaches. All-way stop and traffic signal warrants were met for Phase 3 under the new orientation.

Based on the MnMUTCD guidance, the Phase 2 warrant analysis of 37th Street at Valleyhigh Drive included removal of 100% of right turning vehicles from the minor approach. Based on the MnMUTCD guidance, the analysis of Valleyhigh Drive at Watson Avenue includes the reduction to 70% of the volume thresholds because the posted speed limit on Valleyhigh Drive is 45 mph.

Table 10 provides the 37th Street at Valleyhigh Drive all-way stop and traffic signal warrant summaries for Phase 2 and Phase 3 Build conditions.

Table 10 – 37th St at Valleyhigh Dr, Warrant Analysis Results Summary

Year	All-Way Stop Warrant	Traffic Signal Warrants		
		Warrant #1 8 Hour	Warrant #2 4 Hour	Warrant #3 Peak Hour
Phase 1 (Year 2027)	*Intersection does not exist in this phase of development.*			
Phase 2 (Year 2028)	**MET**	**MET**	**MET**	Not Met
	13 of 8 hours	**9 of 8 hours**	**4 of 4 hours**	0 of 1 hour
Phase 3 (Year 2029)	**MET**	**MET**	**MET**	**MET**
	13 of 8 hours	**12 of 8 hours**	**9 of 4 hours**	**3 of 1 hour**

5.1.4.2 37th Street at RTC West

Based on warrant evaluation using Phase 1, Phase 2, and Phase 3 Build conditions, the 37th Street at RTC West intersection does not meet all-way stop warrant or signal warrant volume thresholds in any development phase. Therefore, the intersection should remain minor-street stop-controlled with stop control on the northbound and southbound approaches of the intersection. It should be noted that the intersection does not experience background traffic growth as the intersection is internal to the development. The volumes in the Horizon Year scenario are therefore the same at Phase 3 volumes and the intersection is not expected to meet warrants under Horizon Year conditions as well.

Based on the MnMUTCD guidance, the analysis of 37th Street at RTC West includes removal of 100% of the right turning traffic on the minor approaches.

Table 11 provides the 37th Street at RTC West all-way stop and traffic signal warrant summaries for development Phase 1, Phase 2, and Phase 3.

Table 11 – 37th St at RTC West, Warrant Analysis Results Summary

Year	All-Way Stop Warrant	Traffic Signal Warrants		
		Warrant #1 8 Hour	Warrant #2 4 Hour	Warrant #3 Peak Hour
Phase 1 (Year 2027)	Not Met	Not Met	Not Met	Not Met
	0 of 8 hours	0 of 8 hours	0 of 4 hours	0 of 1 hour
Phase 2 (Year 2028)	Not Met	Not Met	Not Met	Not Met
	4 of 8 hours	0 of 8 hours	0 of 4 hours	0 of 1 hour
Phase 3 (Year 2029)	Not Met	Not Met	Not Met	Not Met
	4 of 8 hours	1 of 8 hours	0 of 4 hours	0 of 1 hour

5.1.4.3 37th Street at RTC East

The 37th Street at RTC East intersection does not meet all-way stop warrant or signal warrant volume thresholds under Phase 1 or Phase 2 conditions. During Phase 3 of the development, the intersection meets all-way stop and signal warrant volume thresholds. Therefore, the intersection should be considered for conversion to a signalized intersection in Phase 3 of the development.

Based on the MnMUTCD guidance, the warrant analysis of the 37th Street at RTC East intersection includes removal of 50% of the right turning traffic on the northbound minor approach. This is due to the high of minor street right turn and major street through volumes.

Table 12 provides the 37th Street at RTC East all-way stop and traffic signal warrant summaries for development Phase 1, Phase 2, and Phase 3.

Table 12 – 37th St at RTC East, Warrant Analysis Results Summary

Year	All-Way Stop Warrant	Traffic Signal Warrants		
		Warrant #1 8 Hour	Warrant #2 4 Hour	Warrant #3 Peak Hour
Phase 1 (Year 2027)	Not Met	Not Met	Not Met	Not Met
	6 of 8 hours	2 of 8 hours	0 of 4 hours	0 of 1 hour
Phase 2 (Year 2028)	Not Met	Not Met	Not Met	Not Met
	7 of 8 hours	5 of 8 hours	3 of 4 hours	0 of 1 hour
Phase 3 (Year 2029)	**MET**	**MET**	**MET**	**MET**
	12 of 8 hours	**9 of 8 hours**	**8 of 4 hours**	**2 of 1 hour**

5.1.4.4 RTC South at RTC East

The RTC South at RTC East intersection does not meet all-way stop warrant or signal warrant volume thresholds under Phase 1 or Phase 2 conditions. During Phase 3 of the development the intersection meets all-way stop warrant volume thresholds but does not meet signal warrants volume thresholds. Therefore, the intersection should be considered for either an all-way stop or roundabout intersection in Phase 3 of the development. A mini-roundabout design is expected to operate with a lower delay than all-way stop control and is the preferred alternative.

Based on the MnMUTCD guidance, the analysis of RTC South at RTC East includes removal of 100% of the right turning traffic on the minor approaches.

Table 13 provides the RTC South at RTC East all-way stop and traffic signal warrant summaries for development Phase 1, Phase 2, and Phase 3.

Table 13 – RTC South at RTC East, Warrant Analysis Results Summary

Year	All-Way Stop Warrant	Traffic Signal Warrants		
		Warrant #1 8 Hour	Warrant #2 4 Hour	Warrant #3 Peak Hour
Phase 1 (Year 2027)	Not Met	Not Met	Not Met	Not Met
	0 of 8 hours	0 of 8 hours	0 of 4 hours	0 of 1 hour
Phase 2 (Year 2028)	Not Met	Not Met	Not Met	Not Met
	0 of 8 hours	0 of 8 hours	0 of 4 hours	0 of 1 hour
Phase 3 (Year 2029)	**MET**	Not Met	Not Met	Not Met
	11 of 8 hours	1 of 8 hours	2 of 4 hours	0 of 1 hour

5.1.4.5 Valleyhigh Drive at Watson Avenue

The Valleyhigh Drive at Watson Avenue intersection does not meet all-way stop warrant or signal warrant volume thresholds under Phase 1 conditions. During Phase 2 of the development, the

intersection meets all-way stop warrant volumes thresholds but does not meet signal warrants volume thresholds. Given the existing lane configuration, presence of a median, traffic volumes and vehicle speeds, it is not recommended to convert the intersection to all-way stop control during Phase 2 of the development. During Phase 3 of the development, the intersection meets all-way stop and signal warrants volume thresholds. The intersection should be considered for conversion to a traffic signal in Phase 3 of the development.

Based on the MnMUTCD guidance, the analysis of Valleyhigh Drive at Watson Avenue includes the reduction to 70% of the volume thresholds because the posted speed limit on Valleyhigh Drive is 45 mph. Based on the MnMUTCD guidance, the analysis of Valleyhigh Drive at Watson Avenue includes removal of 100% of the right turning traffic on the minor approaches.

Table 14 provides the Valleyhigh Drive at Watson Avenue all-way stop and traffic signal warrant summaries for development Phase 1, Phase 2, and Phase 3.

Table 14 – Valleyhigh Drive at Watson Avenue, Warrant Analysis Results Summary

Year	All-Way Stop Warrant	Traffic Signal Warrants		
		Warrant #1 8 Hour	Warrant #2 4 Hour	Warrant #3 Peak Hour
Phase 1 (Year 2027)	Not Met	Not Met	Not Met	Not Met
	4 of 8 hours	5 of 8 hours	2 of 4 hours	0 of 1 hour
Phase 2 (Year 2028)	**MET**	Not Met	Not Met	Not Met
	8 of 8 hours	7 of 8 hours	3 of 4 hours	0 of 1 hour
Phase 3 (Year 2029)	**MET**	**MET**	**MET**	**MET**
	12 of 8 hours	**11 of 8 hours**	**9 of 4 hours**	**2 of 1 hour**

6 Traffic Operational Analysis

Traffic operational analyses were conducted to determine the delay, level of service (LOS), and queuing information for the AM and PM peak hours for scenarios analyzing Existing (2024), Phase 1 (Year 2027), Phase 2 (Year 2028), Phase 3 (Year 2029), and Horizon year (Year 2045) conditions.

Phase 1 (Year 2027) is the only analysis year that has No Build scenarios. As described in section 3.1.1, as the city has no plans to connect 37th Street to Valleyhigh Drive without this project, No Build conditions are not valuable to analyze for scenarios with the 37th Street connection. Phase 1 is the only phase where 37th Street is not connected to Valleyhigh Drive. The two No Build scenarios evaluated for this forecast year are described as follows:

- No Build 2027 – This scenario assumes that 37th Street is not connected to Valleyhigh Drive. As the existing tech campus is not operating at full capacity, first, existing trips to and from the Tech Campus were removed. Background growth was applied to the network to bring background traffic from 2024 to 2027 levels based on growth rates derived from the Travel Demand Model. Then, trips were added to the model based on trip generations and trip distributions for the existing tech campus under full operation.
- Mitigated No Build 2027 – This scenario makes provides mitigations to the No Build 2027 network to mitigate LOS, volume to capacity ratio, or queueing problems that violate Rochester's Traffic Service Standards. These are mitigations that are expected to be necessary based on background growth only, and not the proposed development.

Phase 1 (Year 2027), Phase 2 (Year 2028), Phase 3 (Year 2029), and the Horizon year (Year 2045) each have Build and Mitigated Build scenarios, detailed below:

- Build – These scenarios add development traffic volumes to the network based on trip generation and trip distributions for the development phase and corresponding build year. Background growth was applied to the network to bring background traffic from 2024 to the corresponding analysis year based on growth rates derived from the Travel Demand Model. In Phase 2, Phase 3, and Horizon Year scenarios, background traffic was shifted to utilize the 37th Street connection according to observations from the TDM.
  - For Phase 1, the Build scenario uses the same geometrics, mitigations, and signal timings as the 2027 Mitigated No Build scenario.
  - For Phase 2, Phase3, and the Horizon Year scenarios, the Build scenario utilizes the same geometrics, mitigations, and signal timing changes as the previous phase's Mitigated Build scenario without any additional mitigations or signal timing changes.
- Mitigated Build – The Mitigated Build scenarios have geometric changes and signal timing changes needed to bring the network into compliance with Rochester's traffic Service Standards.

The microsimulation analysis was conducted in Synchro/SimTraffic 11 to determine operating characteristics and maximum vehicle queuing for each peak hour. To evaluate any proposed roundabouts, the Highway Capacity Software (HCS) Version 2023, which utilizes techniques from the Highway Capacity Manual (HCM), was used to report delay and LOS results.

In the following Traffic Operations Analysis tables, the highest 95th percentile queue for each approach is reported. This queue could be a left turn, through, or right turn queue. Red

highlighting for a 95th% queue signifies that the queue spills out of available queue storage. Orange highlighting signifies that a through queue extends beyond adjacent turn lane storage, potentially blocking access to one or both adjacent turn lanes. In cases where multiple lanes have queueing concerns, footnotes are utilized. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

The following sections provide the operational results for each study intersection evaluated as part of this evaluation. Each intersection section covers the future No Build and Build scenarios, including any mitigations necessary for each scenario.

6.1 W. Circle Dr at 41st St

The intersection of W. Circle Drive at 41st Street is identified as intersection 1 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

Under Existing and No build 2027 conditions the intersection does not meet the Rochester Traffic Service Standards for queueing or volume to capacity ratios (V/C).

- Under existing conditions, PM 95th percentile westbound left queues spill out of the storage lane, extending to 372 feet out of an available 290 feet of storage. This would result in westbound left vehicles blocking westbound through vehicles in the adjacent through lane, causing inefficiencies. Under existing PM conditions, the westbound left turn volume is 363 vehicles, this is generally considered high for a single lane left turn, with a V/C ratio of 0.88 under existing signal timings.
- Under No Build 2027 conditions, the PM 95th percentile westbound left queue spills out of the lane, extending to 456 feet out of an available 290 feet, blocking through vehicles in the adjacent lane. Westbound 95th percentile through queues extend to 550 feet, this would block access to the left turn lane, causing inefficiencies. Under No Build 2027 PM conditions, the west left turn volume is 392 vehicles, this is high for a single lane left turn with a V/C ratio of 0.99 under existing signal timings.

To mitigate the queueing and V/C ratio concerns in the No Build 2027 model, dual westbound left lanes were included at the intersection. The dual westbound left lane was modeled in all future scenarios after the No Build 2027 Mitigated scenario. It should be noted that with the plan to connect 37th Street to Valleyhigh Drive in Phase 2 of the development, westbound left volumes are expected to be reduced as some vehicles choose routes utilizing the new connection on 37th Street instead of 41st Street. In the Phase 2 Build Scenario, the PM westbound left volume is reduced to 197 vehicles, which could be serviced by a single left turn lane.

Under Phase 1 and Phase 2, the intersection operates acceptably with no further mitigations required to keep the intersection in compliance with Rochester's Traffic Service Standards.

Under Phase 3 conditions northbound left volumes are forecasted to be 298 vehicles in the PM peak hour. This is considered relatively high for a single lane left turn lane. As background volumes continue to grow, in the Horizon Year scenario northbound left volumes are forecasted to be 401 vehicles in the PM peak hour, which is considered high for a single left turn lane. Under 2045 Build conditions it is not possible to keep the northbound left movement V/C ratio at 0.8 or lower without dual northbound left lanes. As any geometric mitigations needed in the Horizon Year are required at full build out (Phase 3), dual northbound left turn lanes were included in the Mitigated Phase 3 scenario.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS C or better in each scenario and all turning movements operate at LOS E or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 15, 16, 17, and 18 detail the traffic operations and queueing results for W. Circle Drive at 41st Street through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 15 – W. Circle Dr at 41st St – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBT	53.2 / D	19.2 / B	EBT	54.6 / D	25.0 / C
	WB	WBL	41.6 / D		WBL	49.8 / D	
	NB	NBL	15.2 / B		NBL	24.2 / C	
	SB	SBT	16.4 / B		SBL	34.2 / C	
No Build (Year 2027)	EB	EBT	54.2 / D	22.5 / C	EBT	**57.2 / E**	31.7 / C
	WB	WBL	42.4 / D		WBL	**77.0 / E**	
	NB	NBL	18.6 / B		NBL	28.9 / C	
	SB	SBT	19.3 / B		SBL	35.2 / D	
Mitigated No Build (Year 2027)	EB	EBT	51.1 / D	19.4 / B	EBT	**55.4 / E**	24.1 / C
	WB	WBL	38.3 / D		WBL	43.4 / D	
	NB	NBL	13.0 / B		NBL	20.6 / C	
	SB	SBL	18.3 / B		SBL	31.0 / C	
Build (Year 2027)	EB	EBT	53.6 / D	20.3 / C	EBT	**55.3 / E**	24.2 / C
	WB	WBL	38.4 / D		WBL	43.6 / D	
	NB	NBL	14.5 / B		NBL	22.1 / C	
	SB	SBL	17.1 / B		SBL	33.2 / C	
Mitigated Build (Year 2027)	EB	EBT	53.6 / D	19.7 / B	EBT	**56.5 / E**	24.5 / C
	WB	WBL	37.4 / D		WBL	43.7 / D	
	NB	NBL	13.4 / B		NBL	21.1 / C	
	SB	SBL	18.6 / B		SBL	33.2 / C	

Table 16 – W. Circle Dr at 41st St – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	134	944	EBT	119	944
	WB	WBL	201	290	**WBL**	**372**	**290**
	NB	NBT	80	1200	NBL	138	330
	SB	SBT	177	922	SBT	215	922
No Build (Year 2027)	EB	EBT	176	944	EBT	170	944
	WB	WBL	200	290	**WBL[1]**	**456**	**290**
	NB	NBT	88	1200	NBL	174	330
	SB	SBT	189	922	SBT	216	922
Mitigated No Build (Year 2027)	EB	EBT	185	944	EBT	157	944
	WB	WBL	113	290	WBL	205	290
	NB	NBR	71	325	NBL	153	330
	SB	SBT	185	922	SBT	200	922
Phase 1 Build (Year 2027)	EB	EBT	173	944	EBT	166	944
	WB	WBL	123	290	WBL	217	290
	NB	NBR	82	325	NBL	160	330
	SB	SBT	188	922	SBT	207	922
Phase 1 Mitigated Build (Year 2027)	EB	EBT	176	944	EBT	164	944
	WB	WBL	116	290	WBL	219	290
	NB	NBR	80	325	NBL	161	330
	SB	SBT	178	922	SBT	207	922

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] Through lane queues extend past turn lane storage in addition to turn lane queues extending past available storage.

Table 17 – W. Circle Dr at 41st St – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	51.2 / D	17.9 / B	EBT	51.5 / D	21.7 / C
	WB	WBL	42.0 / D		WBL	39.8 / D	
	NB	NBL	12.2 / B		NBL	20.0 / C	
	SB	SBL	13.2 / B		SBL	28.2 / C	
Phase 2 Mitigated Build (Year 2028)	EB	EBT	43.1 / D	23.3 / C	EBL	54.5 / D	29.7 / C
	WB	WBL	37.6 / D		WBL	**59.7 / E**	
	NB	NBL	**63.5 / E**		NBL	**61.5 / E**	
	SB	SBL	**57.3 / E**		SBT	31.7 / C	
Phase 3 Build (Year 2029)	EB	EBT	43.3 / D	23.8 / C	EBL	53.2 / D	29.3 / C
	WB	WBL	35.5 / D		WBL	**60.4 / E**	
	NB	NBL	**64.0 / E**		NBL	**57.9 / E**	
	SB	SBL	54.8 / D		SBT	32.2 / C	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	44.6 / D	23.3 / C	EBL	53.9 / D	25.8 / C
	WB	WBL	52.7 / D		WBL	58.9 / E	
	NB	NBL	53.2 / D		NBL	29.0 / C	
	SB	SBL	**59.2 / E**		SBT	30.1 / C	
Horizon Build (Year 2045)	EB	EBL	54.6 / D	27.1 / C	EBL	**57.9 / E**	31.7 / C
	WB	WBL	50.0 / D		WBL	**56.5 / E**	
	NB	NBL	53.5 / D		NBL	35.1 / D	
	SB	SBL	**60.2 / E**		SBT	36.2 / D	
Horizon Mitigated Build (Year 2045)	EB	EBT	38.6 / D	26.6 / C	EBL	51.3 / D	31.5 / C
	WB	WBL	33.3 / C		WBL	**58.5 / E**	
	NB	NBL	**64.9 / E**		NBL	47.2 / D	
	SB	SBL	**62.1 / E**		SBT	38.2 / D	

Table 18 – W. Circle Dr at 41st St – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	166	944	EBT	151	944
	WB	WBT	90	1236	WBT	175	1236
	NB	NBL	82	330	NBL	185	330
	SB	SBT	163	922	SBT	209	922
Phase 2 Mitigated Build (Year 2028)	EB	EBT	158	944	EBT	152	944
	WB	WBT	78	1236	WBT	179	1236
	NB	NBL	157	330	NBL	313	330
	SB	SBT	189	922	SBT	224	922
Phase 3 Build (Year 2029)	EB	EBT	163	944	EBT	152	944
	WB	WBT	81	1236	WBT	184	1236
	NB	NBL	173	330	NBL	297	330
	SB	SBT	208	922	SBT	240	922
Phase 3 Mitigated Build (Year 2029)	EB	EBT	150	944	EBT	167	944
	WB	WBT	76	1236	WBT	192	1236
	NB	NBL	112	330	NBL	160	330
	SB	SBT	179	922	SBT	224	922
Horizon Build (Year 2045)	EB	EBT	231	944	EBT	307	944
	WB	WBT	134	1236	WBT	305	1236
	NB	NBL	129	330	NBL	216	330
	SB	SBT	210	922	SBT	245	922
Horizon Mitigated Build (Year 2045)	EB	EBT	222	944	EBT	288	944
	WB	WBT	128	1236	WBT	264	1236
	NB	NBL	132	330	NBL	197	330
	SB	SBT	223	922	SBT	233	922

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – W Circle Dr at 41st St

The following mitigation should be made regardless of development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- Install dual westbound left turn lane

Development Phase 1 and Phase 2 do not require additional mitigations. The following mitigations should be made with Phase 3 to accommodate the development:

Build Mitigated (Year 2029, 2045) – Phase 3 Full Build Out

- Install dual northbound left lane

See **Appendix E** for the proposed intersection layout of W Circle Drive at 41st Street.

6.2 41st St at NW Multi-Family Access

The intersection of 41st Street at the NW Multi-Family Access is identified as intersection 2 in **Figure 1**. This intersection does not currently exist and is proposed to be constructed in Build Phase 1. It is proposed as a minor-street stop-controlled intersection with stop control on the northbound approach.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS C or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 19, 20 21, and 22 detail the traffic operations and queueing results for 41st Street at NW Multi-Family Access through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 19 – 41st St at NW Multi-Family Access – Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Build (Year 2027)	EB	EBR	2.4 / A	1.8 / A	EBT	1.9 / A	1.8 / A
	WB	WBL	5.5 / A		WBL	5.9 / A	
	NB	NBL	11.1 / B		NBL	16.5 / C	
Mitigated Build (Year 2027)	EB	EBR	2.5 / A	1.7 / A	EBT	2.0 / A	1.8 / A
	WB	WBL	4.2 / A		WBL	6.4 / A	
	NB	NBL	10.1 / B		NBL	19.0 / C	

Table 20 – 41st St at NW Multi-Family Access – Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 1 Build (Year 2027)	EB	EBT	0	1344	EBT	0	1344
	WB	WBT	20	721	WBT	40	721
	NB	NBT	46	501	NBT	41	501
Phase 1 Mitigated Build (Year 2027)	EB	EBT	0	1000	EBT	0	1000
	WB	WBT	20	721	WBT	37	721
	NB	NBT	46	501	NBT	44	501

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 21 – 41st St at NW Multi-Family Access – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	2.5 / A	2.0 / A	EBR	2.1 / A	1.4 / A
	WB	WBL	3.8 / A		WBL	4.7 / A	
	NB	NBL	8.0 / A		NBL	10.6 / B	
Phase 2 Mitigated Build (Year 2028)	EB	EBR	3.4 / A	1.9 / A	EBT	2.0 / A	1.4 / A
	WB	WBL	3.6 / A		WBL	4.5 / A	
	NB	NBL	7.3 / A		NBL	9.8 / A	
Phase 3 Build (Year 2029)	EB	EBR	2.7 / A	1.9 / A	EBT	1.9 / A	1.4 / A
	WB	WBL	3.0 / A		WBL	3.8 / A	
	NB	NBL	7.9 / A		NBL	8.3 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBT	2.5 / A	2.0 / A	EBT	2.1 / A	1.5 / A
	WB	WBL	3.3 / A		WBL	4.2 / A	
	NB	NBL	7.6 / A		NBL	10.6 / B	
Horizon Build (Year 2045)	EB	EBR	3.5 / A	2.4 / A	EBR	3.5 / A	2.4 / A
	WB	WBL	6.2 / A		WBL	4.8 / A	
	NB	NBL	8.7 / A		NBL	14.9 / B	
Horizon Mitigated Build (Year 2045)	EB	EBT	3.1 / A	2.4 / A	EBT	3.3 / A	2.3 / A
	WB	WBL	5.0 / A		WBL	4.9 / A	
	NB	NBL	9.0 / A		NBL	12.7 / B	

Table 22 – 41st St at NW Multi-Family Access – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	20	1236	EBT	20	1236
	WB	WBT	20	721	WBT	20	721
	NB	NBT	41	501	NBT	33	501
Phase 2 Mitigated Build (Year 2028)	EB	EBT	20	1236	EBT	-	1236
	WB	WBT	20	721	WBT	20	721
	NB	NBT	42	501	NBT	34	501
Phase 3 Build (Year 2029)	EB	EBT	-	1236	EBT	-	1236
	WB	WBT	20	721	WBT	21	721
	NB	NBT	41	501	NBT	33	501
Phase 3 Mitigated Build (Year 2029)	EB	EBT	-	1236	EBT	-	1236
	WB	WBT	20	721	WBT	24	721
	NB	NBT	39	501	NBT	33	501
Horizon Build (Year 2045)	EB	EBT	20	1236	EBT	20	1236
	WB	WBT	20	721	WBT	38	721
	NB	NBT	41	501	NBT	36	501
Horizon Mitigated Build (Year 2045)	EB	EBT	-	1236	EBT	-	1236
	WB	WBT	20	721	WBT	24	721
	NB	NBT	42	501	NBT	35	501

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 41st St at NW Multi-Family Access

In Phase 1, the intersection should be constructed as a new minor-street stop-controlled intersection. The northbound approach would have a single shared left/right lane operating under stop control. The eastbound approach would have a through lane and a shared through-right lane. The westbound approach would be a shared through-left lane. No mitigations beyond the initial construction are necessary in any future phase.

6.3 41st St at 31st Ave/RTC West

The intersection of 41st Street at 31st Avenue/RTC West is identified as intersection 3 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

Under No Build 2027, Phase 1, and Phase 2 conditions the intersection operates acceptably and within Rochester's Traffic Service Standards without any need for further mitigations.

During Phase 3, the southbound left lane is restriped to extend the lane storage from 100 feet to 150 feet. While southbound left 95th percentile queues do not exceed available storage in the

Build 2029 scenario, the lane is extended in the Phase 3 Mitigated Build scenario to ensure that there is enough storage through the 2045 Horizon Year scenario.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS B or better in each scenario and all turning movements operate at LOS C or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 23, 24, 25, and 26 detail the traffic operations and queueing results for 41st Street at 31st Avenue/RTC West through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 23 – 41st St at 31st Ave/RTC West – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	11.4 / B	9.3 / A	EBL	14.9 / B	14.4 / B
	WB	WBL	11.3 / B		WBL	15.1 / B	
	NB	NBT	16.9 / B		NBT	20.2 / C	
	SB	SBT	17.4 / B		SBT	24.0 / C	
No Build (Year 2027)	EB	EBL	10.4 / B	8.5 / A	EBL	14.0 / B	14.1 / B
	WB	WBL	11.7 / B		WBT	15.5 / B	
	NB	NBT	18.6 / B		NBT	19.9 / B	
	SB	SBT	20.0 / C		SBT	30.4 / C	
Mitigated No Build (Year 2027)	EB	EBL	10.7 / B	8.5 / A	EBL	20.2 / C	13.0 / B
	WB	WBL	11.9 / B		WBL	22.3 / C	
	NB	NBT	19.1 / B		NBT	17.5 / B	
	SB	SBT	19.2 / B		SBT	27.7 / C	
Phase 1 Build (Year 2027)	EB	EBL	12.3 / B	9.6 / A	EBL	21.1 / C	13.4 / B
	WB	WBL	13.0 / B		WBL	20.6 / C	
	NB	NBT	21.0 / C		NBT	17.4 / B	
	SB	SBT	23.0 / C		SBT	27.7 / C	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	12.0 / B	9.5 / A	EBL	21.2 / C	13.9 / B
	WB	WBL	12.5 / B		WBL	21.2 / C	
	NB	NBT	22.5 / C		NBT	18.5 / B	
	SB	SBT	22.0 / C		SBT	28.3 / C	

Table 24 – 41st St at 31st Ave/RTC West – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	92	1212	EBT	146	1212
	WB	WBT	116	1336	WBT	169	1336
	NB	NBL	50	130	NBT	107	597
	SB	SBL	79	100	SBT	110	906
No Build (Year 2027)	EB	EBT	94	1212	EBT	148	1212
	WB	WBT	117	1336	WBT	190	1336
	NB	NBL	60	130	NBL	124	130
	SB	SBL	74	100	SBT	102	906
Mitigated No Build (Year 2027)	EB	EBT	92	1212	EBT	146	1212
	WB	WBT	102	1336	WBT	180	1336
	NB	NBL	54	130	NBL	128	130
	SB	SBL	77	100	SBT	98	906
Phase 1 Build (Year 2027)	EB	EBT	101	1212	EBT	150	1212
	WB	WBT	112	1336	WBT	182	1336
	NB	NBL	67	130	NBL	124	130
	SB	SBL	75	100	SBT	102	906
Phase 1 Mitigated Build (Year 2027)	EB	EBT	100	1212	EBT	159	1212
	WB	WBT	115	1336	WBT	189	1336
	NB	NBL	69	130	NBL	124	130
	SB	SBT	81	906	SBT	112	906

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 25 – 41st St at 31st Ave/RTC West – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	10.9 / B	8.6 / A	EBL	16.9 / B	11.6 / B
	WB	WBL	11.5 / B		WBL	17.2 / B	
	NB	NBT	19.1 / B		NBT	12.8 / B	
	SB	SBT	16.0 / B		SBT	19.4 / B	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	11.5 / B	8.8 / A	EBT	14.1 / B	13.5 / B
	WB	WBL	12.7 / B		WBL	14.0 / B	
	NB	NBT	20.3 / C		NBT	14.8 / B	
	SB	SBT	15.6 / B		SBT	23.6 / C	
Phase 3 Build (Year 2029)	EB	EBL	10.9 / B	8.5 / A	EBL	14.0 / B	13.1 / B
	WB	WBL	11.2 / B		WBL	15.2 / B	
	NB	NBT	18.9 / B		NBL	14.6 / B	
	SB	SBT	16.6 / B		SBT	21.3 / C	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	10.2 / B	8.4 / A	EBT	13.9 / B	13.4 / B
	WB	WBL	11.6 / B		WBL	15.3 / B	
	NB	NBT	18.5 / B		NBT	15.5 / B	
	SB	SBT	15.0 / B		SBT	22.9 / C	
Horizon Build (Year 2045)	EB	EBL	11.3 / B	9.2 / A	EBL	15.7 / B	15.1 / B
	WB	WBL	12.8 / B		WBT	17.4 / B	
	NB	NBT	20.8 / C		NBT	16.4 / B	
	SB	SBL	15.3 / B		SBT	26.4 / C	
Horizon Mitigated Build (Year 2045)	EB	EBL	11.2 / B	9.0 / A	EBL	15.0 / B	14.5 / B
	WB	WBL	12.7 / B		WBT	16.5 / B	
	NB	NBT	19.5 / B		NBT	16.2 / B	
	SB	SBT	16.5 / B		SBT	23.9 / C	

Table 26 – 41st St at 31st Ave/RTC West – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBR	90	135	EBT	108	1212
	WB	WBT	74	1336	WBT	131	1336
	NB	NBT	66	597	NBT	94	597
	SB	SBL	76	100	SBT	94	906
Phase 2 Mitigated Build (Year 2028)	EB	EBR	82	135	EBT	113	1212
	WB	WBT	73	1336	WBT	140	1336
	NB	NBT	63	597	NBT	105	597
	SB	SBL	77	100	SBT	103	906
Phase 3 Build (Year 2029)	EB	EBR	82	135	EBT	115	1212
	WB	WBT	76	1336	WBT	133	1336
	NB	NBT	59	597	NBT	96	597
	SB	SBT	74	906	SBT	103	906
Phase 3 Mitigated Build (Year 2029)	EB	EBR	83	135	EBT	123	1212
	WB	WBT	71	1336	WBT	138	1336
	NB	NBT	60	597	NBT	105	597
	SB	SBL	73	150	SBT	107	906
Horizon Build (Year 2045)	EB	EBT	100	1212	EBT	178	1212
	WB	WBT	88	1336	WBT	179	1336
	NB	NBT	70	597	NBT	112	597
	SB	SBT	88	906	SBL	110	150
Horizon Mitigated Build (Year 2045)	EB	EBT	90	1212	EBT	173	1212
	WB	WBT	88	1336	WBT	181	1336
	NB	NBT	67	597	NBT	105	597
	SB	SBT	85	906	SBT	123	906

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 41st St at 31st Ave/RTC West

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No additional mitigations

Development Phase 1 and Phase 2 do not require any mitigations. The following mitigation should be made with Phase 3 to accommodate the development:

Build Mitigated (Year 2029, 2045) – Phase 3 Full Build Out

- Restripe SB approach to extend turn lane storage to 150 ft.

6.4 41st St at W. Frontage Rd/Marketplace Dr

The intersection of 41st Street at W. Frontage Road/Marketplace Drive is identified as intersection 4 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

Queueing concerns are present for the eastbound right turning movement under existing conditions and throughout all future scenarios. Under existing conditions, in the PM peak hour, the eastbound right turn lane 95th percentile queue extends to 150 feet out of an available 95 feet of storage. Eastbound right turning vehicles are blocked approximately 35% of the time by eastbound through vehicles, leading to eastbound right queues that spill out past the available queue storage as the turning vehicles are mixed with through vehicles. This is primarily due to the relatively short eastbound right storage length of approximately 95 feet. This existing eastbound right turn lane is difficult to extend due to existing utility poles and challenging topographic slopes. This existing queuing problem for eastbound right turn lane continues through all future modeled scenarios, staying relatively the same throughout the scenarios with 95th percentile queues ranging between 133 and 171 feet out.

Southbound queues also see issues under existing conditions and throughout all future scenarios. Under existing conditions in the PM peak hour. Southbound left queues extend to 282 out of an available 270 feet. This backs up to and spills into the Mayo Clinic 41st Street Professional Building parking lot access. Southbound through and right vehicles use a shared turn lane with 140 feet of storage. This shared lane is often blocked by southbound left turning vehicles, which causes through and left vehicles to mix together, causing some inefficiencies on the approach.

In Phase 2 and beyond, the addition of the 37th Street connection is expected to reduce eastbound and westbound volumes on 41st Street, this frees up signal capacity for the southbound approach. Under Mitigated Phase 2, Phase 3, and Horizon Year scenarios the 95th percentile Southbound queue stays within available queue storage. Southbound through and right vehicles continue to experience some queue blocking from southbound left vehicles. No changes to the southbound approach of the intersection are proposed as no development trips are added to the southbound approach of the intersection, and the connection of 37th Street to Valleyhigh Drive reduces queueing problems compared to the existing scenario.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, and volume to capacity ratios. The overall intersection performs at LOS C or better in each scenario and all turning movements operate at LOS D or better. Volume to Capacity (V/C) ratios are acceptable (0.8 or lower). As discussed above, 95th percentile queueing issues remain similar to or improve upon existing queueing issues.

Tables 27, 28, 29, and 30 detail the traffic operations and queueing results for 41st Street at W. Frontage Road/Marketplace Drive through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 27 – 41st St at W. Frontage Rd/Marketplace Dr – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	16.0 / B	15.5 / B	EBT	31.7 / C	24.7 / C
	WB	WBL	9.3 / A		WBL	20.8 / C	
	NB	NBL	39.6 / D		NBT	47.7 / D	
	SB	SBT	44.1 / D		SBL	40.0 / D	
No Build (Year 2027)	EB	EBL	15.5 / B	15.2 / B	EBT	32.7 / C	25.6 / C
	WB	WBL	9.3 / A		WBL	23.3 / C	
	NB	NBL	41.9 / D		NBT	48.8 / D	
	SB	SBL	44.0 / D		SBL	40.5 / D	
Mitigated No Build (Year 2027)	EB	EBL	16.4 / B	14.9 / B	EBT	31.0 / C	27.6 / C
	WB	WBL	9.0 / A		WBL	27.2 / C	
	NB	NBL	42.5 / D		NBT	46.0 / D	
	SB	SBT	44.0 / D		SBL	46.1 / D	
Phase 1 Build (Year 2027)	EB	EBL	15.4 / B	14.9 / B	EBT	32.4 / C	27.8 / C
	WB	WBL	9.8 / A		WBL	29.3 / C	
	NB	NBT	41.7 / D		NBL	45.7 / D	
	SB	SBL	42.1 / D		SBL	45.7 / D	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	15.6 / B	15.0 / B	EBT	35.5 / D	28.7 / C
	WB	WBL	9.7 / A		WBL	29.4 / C	
	NB	NBL	42.6 / D		NBT	47.9 / D	
	SB	SBT	43.7 / D		SBL	45.2 / D	

Table 28 – 41st St at W. Frontage Rd/Marketplace Dr – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	120	1336	**EBR[1]**	**150**	**95**
	WB	WBT	112	434	WBT	142	434
	NB	NBT	99	272	NBT	174	272
	SB	SBL	128	270	**SBL[2]**	**282**	**270**
No Build (Year 2027)	EB	EBT	119	1336	**EBR[1]**	**155**	**95**
	WB	WBT	87	434	WBL	139	435
	NB	NBT	97	272	NBT	183	272
	SB	SBL	122	270	**SBT[2]**	**202**	**140**
Mitigated No Build (Year 2027)	EB	EBT	121	1336	**EBR[1]**	**143**	**95**
	WB	WBT	83	433	WBT	144	433
	NB	NBT	104	272	NBT	170	272
	SB	SBL	113	270	**SBL[2]**	**297**	**270**
Phase 1 Build (Year 2027)	EB	EBT	126	1336	**EBR[1]**	**149**	**95**
	WB	WBT	95	433	WBL	163	435
	NB	NBT	107	272	NBT	175	272
	SB	SBL	111	270	**SBL[2]**	**274**	**270**
Phase 1 Mitigated Build (Year 2027)	EB	EBT	132	1336	**EBR[1]**	**171**	**95**
	WB	WBT	86	433	WBL	155	435
	NB	NBT	101	272	NBT	194	272
	SB	SBL	105	270	**SBL[2]**	**282**	**270**

XXX – 95th% queues exceed available storage

XXX – 95th% through queue exceeds adjacent turn lane storage

[1] EBT 95th percentile queues also extend past EBR storage

[2] 95th percentile queues extend past available storage for both SBL and SBT lanes

Table 29 – 41st St at W. Frontage Rd/Marketplace Dr – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	16.5 / B	16.3 / B	EBT	28.9 / C	25.5 / C
	WB	WBL	10.5 / B		WBL	24.0 / C	
	NB	NBL	40.7 / D		NBL	47.8 / D	
	SB	SBT	43.6 / D		SBT	47.4 / D	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	13.9 / B	15.3 / B	EBT	34.5 / C	25.9 / C
	WB	WBL	10.9 / B		WBL	21.8 / C	
	NB	NBL	43.3 / D		NBT	49.1 / D	
	SB	SBT	39.3 / D		SBT	42.5 / D	
Phase 3 Build (Year 2029)	EB	EBL	15.8 / B	15.6 / B	EBT	32.8 / C	25.6 / C
	WB	WBL	11.4 / B		WBL	22.4 / C	
	NB	NBL	42.1 / D		NBL	46.7 / D	
	SB	SBT	38.9 / D		SBL	42.4 / D	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	16.1 / B	15.5 / B	EBT	33.6 / C	25.4 / C
	WB	WBL	10.8 / B		WBL	22.4 / C	
	NB	NBL	41.1 / D		NBT	48.4 / D	
	SB	SBT	39.1 / D		SBL	41.6 / D	
Horizon Build (Year 2045)	EB	EBL	16.3 / B	15.0 / B	EBT	36.2 / D	26.5 / C
	WB	WBL	10.9 / B		WBL	24.9 / C	
	NB	NBL	41.2 / D		NBT	48.8 / D	
	SB	SBT	38.5 / D		SBL	42.2 / D	
Horizon Mitigated Build (Year 2045)	EB	EBL	14.8 / B	15.3 / B	EBT	42.0 / D	27.9 / C
	WB	WBL	11.7 / B		WBL	25.2 / C	
	NB	NBL	40.8 / D		NBT	48.1 / D	
	SB	SBT	39.3 / D		SBL	42.9 / D	

Table 30 – 41st St at W. Frontage Rd/Marketplace Dr – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	87	1336	**EBR[1]**	**132**	**95**
	WB	WBT	72	433	WBL	148	435
	NB	NBT	99	272	NBT	192	272
	SB	SBL	109	270	**SBL[2]**	**327**	**270**
Phase 2 Mitigated Build (Year 2028)	EB	EBT	85	1336	**EBR[1]**	**152**	**95**
	WB	WBR	77	160	WBL	161	420
	NB	NBT	97	272	NBT	199	272
	SB	SBT	104	140	**SBT**	**208**	**140**
Phase 3 Build (Year 2029)	EB	EBT	87	1336	**EBR[1]**	**137**	**95**
	WB	WBT	71	420	WBL	153	420
	NB	NBT	97	272	NBT	194	272
	SB	SBL	96	270	**SBT**	**205**	**140**
Phase 3 Mitigated Build (Year 2029)	EB	EBT	80	1336	**EBR[1]**	**151**	**95**
	WB	WBT	75	420	WBL	156	420
	NB	NBT	100	272	NBT	202	272
	SB	SBT	104	140	**SBT**	**204**	**140**
Horizon Build (Year 2045)	EB	EBT	96	1336	**EBR[1]**	**161**	**95**
	WB	WBT	82	420	WBL	175	420
	NB	NBT	102	272	NBT	196	272
	SB	SBT	104	140	**SBT**	**210**	**140**
Horizon Mitigated Build (Year 2045)	EB	EBT	106	1336	**EBR[1]**	**166**	**95**
	WB	WBT	81	420	WBL	180	420
	NB	NBT	104	272	NBT	190	272
	SB	SBL	100	270	**SBT**	**206**	**140**

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] EBT 95th percentile queues also extend past EBR storage
[2] 95th percentile queues extend past available storage for both SBL and SBT lanes

Proposed Mitigations – 41st St at W. Frontage Rd/Marketplace Dr

The intersection performed acceptably with no proposed mitigations planned beyond signal timing adjustments at the study intersection.

The City is considering recommendations from a 2020 signal timing optimization project to remove split phasing on the northbound and southbound approaches and convert the signal to 8-phase signal operation, as well as eastbound/westbound lead/lag with Flashing yellow arrow capabilities. These signal improvements would be expected to increase efficiency and reduce vehicle delays, but the intersection performed acceptably without these potential changes.

6.5 41st St at SB US 52 Ramp

The intersection of 41st Street at the southbound US 52 Ramp is identified as intersection 5 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

The intersection has queueing and LOS concerns under Existing and No Build 2027 conditions. To comply with Rochester's Traffic Service Standards, a number of intersection improvements were necessary under No Build 2027 conditions. Westbound queueing was an issue in the PM peak hour with 336 vehicles making westbound left turns. This is considered high for a single turn lane, leading to the movement operating at LOS F and queues extending to 356 feet out of an available 190 feet of queue storage. To mitigate this and free up capacity at the intersection, several improvements are proposed:

No Build 2027 Mitigations:

- The westbound left lane would be restriped to have 220 feet of storage with a 60-foot (5 to 1) taper.
  - The westbound left turn lane is back-to-back with the eastbound left turn lane at the NB US 52 ramp intersection. Converting the taper of the turn lanes from 10 to 1 into a 5 to 1 taper allows additional storage to be distributed. The westbound left turn lane's storage is increased from 190 feet to 220 feet.
- A southbound left lane would be added. The southbound approach lane designation would be a left turn lane, a through lane, and a right turn lane.
  - This increases the capacity of the southbound approach, resulting in less green time needed which frees up green time to be added to the westbound left turning movement, resulting in shorter westbound left queues.
- The eastbound right lane would be converted to a channelized right turn with a yield sign.
  - With 653 eastbound right turning vehicles under No Build 2027 conditions, converting the eastbound right turn lane to operate under channelized yield control frees up capacity at the intersection by allowing eastbound right turning vehicles to clear the intersection quicker than a standard right turn on red configuration. This allows more permissive westbound left turns to clear the intersection as well, reducing westbound left queueing.

In Phase 1, the intersection is expected to operate under acceptable conditions. However, under Phase 2 conditions, further mitigation is necessary and a second southbound through lane is proposed to be added. This increases capacity of the southbound approach and allows for more green time for westbound left turn movement to keep westbound left turn queues under 220 feet. No additional mitigations are made in Phase 3 beyond signal timing adjustments.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS C or better in each scenario and all turning movements operate at LOS D or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 31, 32, 33, and 34 detail the traffic operations and queueing results for 41st Street at SB US 52 Ramp through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 31 – 41st St at SB US 52 Ramp – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBT	7.4 / A	12.3 / B	EBR	16.8 / B	22.2 / C
	WB	WBL	15.9 / B		WBL	**66.2 / E**	
	SB	SBL	43.3 / D		SBT	51.0 / D	
No Build (Year 2027)	EB	EBT	10.9 / B	18.9 / B	EBR	19.4 / B	27.6 / C
	WB	WBL	21.4 / C		WBL	**93.5 / F**	
	SB	SBT	41.8 / D		SBT	51.7 / D	
Mitigated No Build (Year 2027)	EB	EBR	8.8 / A	15.6 / B	EBT	24.9 / C	19.0 / B
	WB	WBL	17.0 / B		WBL	17.3 / B	
	SB	SBT	37.8 / D		SBL	50.2 / D	
Phase 1 Build (Year 2027)	EB	EBT	9.0 / A	14.8 / B	EBT	25.8 / C	19.6 / B
	WB	WBL	17.2 / B		WBL	18.0 / B	
	SB	SBT	37.3 / D		SBL	50.1 / D	
Phase 1 Mitigated Build (Year 2027)	EB	EBT	8.5 / A	14.6 / B	EBT	26.9 / C	19.8 / B
	WB	WBL	17.1 / B		WBL	18.4 / B	
	SB	SBT	37.1 / D		SBT	49.4 / D	

Table 32 – 41st St at SB US 52 Ramp – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	81	450	EBR	317	440
	WB	WBL	164	190	**WBL[1]**	**330**	**190**
	SB	SBT	193	953	SBT	214	953
No Build (Year 2027)	EB	EBR	109	440	EBR	366	440
	WB	**WBL[1]**	**193**	**190**	**WBL[1]**	**356**	**190**
	SB	SBT	354	953	SBT	277	953
Mitigated No Build (Year 2027)	EB	EBR	142	440	EBT	354	450
	WB	WBL	158	220	WBL	207	220
	SB	SBT	321	953	SBT	194	953
Phase 1 Build (Year 2027)	EB	EBR	127	440	EBT	370	450
	WB	WBL	151	220	WBL	208	220
	SB	SBT	301	953	SBT	209	953
Phase 1 Mitigated Build (Year 2027)	EB	EBR	119	440	EBT	408	450
	WB	WBL	154	220	WBL	209	220
	SB	SBT	291	953	SBT	203	953

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] Through lane queues extend past turn lane storage in addition to turn lane queues extending past available storage.

Table 33 – 41st St at SB US 52 Ramp – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	9.2 / A	15.5 / B	EBT	34.5 / C	23.0 / C
	WB	WBL	19.4 / B		WBL	19.7 / B	
	SB	SBT	33.8 / C		SBT	48.2 / D	
Phase 2 Mitigated Build (Year 2028)	EB	EBT	9.3 / A	14.3 / B	EBT	28.6 / C	19.8 / B
	WB	WBL	14.5 / B		WBL	16.1 / B	
	SB	SBT	32.7 / C		SBT	45.6 / D	
Phase 3 Build (Year 2029)	EB	EBT	9.3 / A	14.8 / B	EBT	28.4 / C	19.7 / B
	WB	WBL	16.3 / B		WBL	16.7 / B	
	SB	SBT	31.5 / C		SBL	45.3 / D	
Phase 3 Mitigated Build (Year 2029)	EB	EBT	10.3 / B	14.8 / B	EBT	30.0 / C	20.9 / C
	WB	WBL	15.3 / B		WBL	16.5 / B	
	SB	SBT	31.8 / C		SBL	46.0 / D	
Horizon Build (Year 2045)	EB	EBT	10.5 / B	15.0 / B	EBT	32.5 / C	21.5 / C
	WB	WBL	15.6 / B		WBL	16.0 / B	
	SB	SBT	31.5 / C		SBL	46.4 / D	
Horizon Mitigated Build (Year 2045)	EB	EBT	10.4 / B	14.6 / B	EBT	34.3 / C	22.4 / C
	WB	WBL	16.8 / B		WBL	17.7 / B	
	SB	SBL	31.3 / C		SBL	46.7 / D	

Table 34 – 41st St at SB US 52 Ramp – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	122	450	EBT	419	450
	WB	WBL	171	220	**WBL**	**231**	**220**
	SB	SBT	296	953	SBT	249	953
Phase 2 Mitigated Build (Year 2028)	EB	EBT	99	450	EBT	382	450
	WB	WBL	136	220	WBL	214	220
	SB	SBT	219	951	SBT	144	951
Phase 3 Build (Year 2029)	EB	EBT	109	450	EBT	388	450
	WB	WBL	153	220	WBL	215	220
	SB	SBT	224	951	SBT	147	951
Phase 3 Mitigated Build (Year 2029)	EB	EBT	110	450	EBT	386	450
	WB	WBL	153	220	WBL	217	220
	SB	SBT	228	951	SBT	175	951
Horizon Build (Year 2045)	EB	EBT	110	450	EBT	421	450
	WB	WBL	154	220	WBL	212	220
	SB	SBT	220	951	SBT	170	951
Horizon Mitigated Build (Year 2045)	EB	EBT	114	450	EBT	432	450
	WB	WBL	166	220	WBL	215	220
	SB	SBT	211	951	SBT	160	951

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 41st St at SB US 52 Ramp

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- The westbound left lane would be restriped to have 220 feet of storage with a 60-foot (5 to 1) taper.
- A southbound left lane would be added. The southbound approach lane designation would be a left turn lane, a through lane, and a right turn lane.
- The eastbound right lane would be converted to a channelized right turn with a yield sign.

Development Phase 1 does not require additional mitigations. The following mitigations should be made with each development Phase 2 to accommodate the development:

Build Mitigated (Year 2028) – Phase 2

- A second through lane would be added to the southbound approach. The southbound approach would be a left turn lane, two through lanes, and a right turn lane.

Development Phase 3 does not require additional mitigations.

See **Appendix E** for the proposed intersection layout of 41st Street at SB US 52 Ramp.

6.6 41st St at NB US 52 Ramp/E. Frontage Rd

The intersection of 41st Street at NB US 52 Ramp/E Frontage Road is identified as intersection 6 in Figure 1. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

In the Mitigated No Build 2027 scenario, as part of the mitigations of the adjacent intersection of 41st Street at SB US 52 Ramp, turn lane striping adjustments of the back-to-back left turn lanes on the 41st Street interchange bridge were included. The turn lane taper is reduced to a 5 to 1 taper, and the eastbound left turn lane is extended from 230 feet to 250 feet.

No other mitigations beyond signal timing adjustments are made for any future mitigated scenarios as the intersection operates acceptably.

In the Horizon Year Mitigated Build scenario, in the PM peak hour, the 95th percentile westbound through queue extends to 351 feet out of an available 345 feet. Vehicles would extend through the west leg crosswalk but would not block vehicle turning movements at the 41st Street at E. Frontage Road/Maplewood Square Access intersection. Simtraffic simulations show that the westbound queues at maximum length are rolling and clear during the westbound green light phase of the signal timing.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS C or better in each scenario and all turning movements operate at LOS E or better. 95th percentile queues do not spill out of their available storage with the exception of westbound through queues in the 2045 Mitigated scenario discussed above. Volume to Capacity ratios are acceptable (0.8 or lower).

Tables 35, 36, 37, and 38 detail the traffic operations and queueing results for 41st Street at NB US 52 Ramp/E. Frontage Road through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 35 – 41st St at NB US 52 Ramp/E. Frontage Rd – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	9.7 / A	13.3 / B	EBL	23.9 / C	16.6 / B
	WB	WBT	7.7 / A		WBT	18.9 / B	
	NB	NBL	42.0 / D		NBL	36.5 / D	
No Build (Year 2027)	EB	EBL	10.8 / B	12.8 / B	EBL	24.9 / C	19.9 / B
	WB	WBT	8.9 / A		WBT	26.8 / C	
	NB	NBL	35.2 / D		NBL	39.0 / D	
Mitigated No Build (Year 2027)	EB	EBL	9.4 / A	8.7 / A	EBL	18.5 / B	16.0 / B
	WB	WBT	7.9 / A		WBT	17.1 / B	
	NB	NBL	18.9 / B		NBL	29.5 / C	
Phase 1 Build (Year 2027)	EB	EBL	11.2 / B	9.0 / A	EBL	18.8 / B	16.6 / B
	WB	WBT	8.7 / A		WBT	18.5 / B	
	NB	NBL	18.4 / B		NBL	30.2 / C	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	10.6 / B	9.3 / A	EBL	19.6 / B	17.1 / B
	WB	WBT	9.0 / A		WBT	19.1 / B	
	NB	NBL	19.1 / B		NBL	30.5 / C	

Table 36 – 41st St at NB US 52 Ramp/E. Frontage Rd – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	69	576	EBL	170	230
	WB	WBT	137	345	WBT	256	345
	NB	NBT	165	625	NBT	159	625
No Build (Year 2027)	EB	EBT	63	576	EBL	185	230
	WB	WBT	141	345	WBT	312	345
	NB	NBT	154	625	NBT	176	625
Mitigated No Build (Year 2027)	EB	EBT	62	576	EBT	259	576
	WB	WBT	119	345	WBT	228	345
	NB	NBT	123	625	NBT	177	625
Phase 1 Build (Year 2027)	EB	EBL	84	250	EBT	275	576
	WB	WBT	138	345	WBT	245	345
	NB	NBT	120	625	NBT	180	625
Phase 1 Mitigated Build (Year 2027)	EB	EBL	79	250	EBT	276	576
	WB	WBT	143	345	WBT	254	345
	NB	NBT	132	625	NBT	175	625

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 37 – 41st St at NB US 52 Ramp/E. Frontage Rd – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	11.0 / B	8.1 / A	EBL	21.4 / C	16.8 / B
	WB	WBT	7.9 / A		WBT	19.2 / B	
	NB	NBL	22.1 / C		NBL	23.3 / C	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	10.9 / B	11.6 / B	EBL	22.0 / C	23.7 / C
	WB	WBT	8.2 / A		WBT	29.5 / C	
	NB	NBL	**47.7 / D**		NBL	**59.0 / E**	
Phase 3 Build (Year 2029)	EB	EBL	10.5 / B	12.4 / B	EBL	21.1 / C	23.4 / C
	WB	WBT	8.6 / A		WBT	28.6 / C	
	NB	NBL	**52.2 / D**		NBL	**61.6 / E**	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	9.9 / A	12.1 / B	EBL	23.4 / C	23.7 / C
	WB	WBT	8.1 / A		WBT	29.0 / C	
	NB	NBL	**52.0 / D**		NBL	**61.2 / E**	
Horizon Build (Year 2045)	EB	EBL	10.7 / B	12.9 / B	EBL	22.0 / C	24.5 / C
	WB	WBT	8.9 / A		WBT	31.6 / C	
	NB	NBL	**50.7 / D**		NBL	**57.4 / E**	
Horizon Mitigated Build (Year 2045)	EB	EBL	11.1 / B	12.9 / B	EBL	22.1 / C	25.1 / C
	WB	WBT	9.2 / A		WBT	32.8 / C	
	NB	NBL	**49.8 / D**		NBL	**59.1 / E**	

Table 38 – 41st St at NB US 52 Ramp/E. Frontage Rd – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBL	78	250	EBT	279	576
	WB	WBT	138	345	WBT	258	345
	NB	NBT	78	625	NBR	245	315
Phase 2 Mitigated Build (Year 2028)	EB	EBL	77	250	EBT	314	576
	WB	WBT	149	345	WBT	332	345
	NB	NBR	94	315	NBR	240	315
Phase 3 Build (Year 2029)	EB	EBL	79	250	EBT	305	576
	WB	WBT	155	345	WBT	332	345
	NB	NBR	100	315	NBR	252	315
Phase 3 Mitigated Build (Year 2029)	EB	EBL	72	250	EBT	313	576
	WB	WBT	149	345	WBT	330	345
	NB	NBT	102	625	NBR	246	315
Horizon Build (Year 2045)	EB	EBL	83	250	EBT	312	576
	WB	WBT	153	345	WBT	341	345
	NB	NBT	106	625	NBR	210	315
Horizon Mitigated Build (Year 2045)	EB	EBL	83	250	EBT	309	576
	WB	WBT	168	345	**WBT**	**351**	**345**
	NB	NBT	107	625	NBR	224	315

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 41st St at NB US 52 Ramp

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- The eastbound left lane would be restriped with 250 feet of storage and a 60-foot taper (5 to 1); in conjunction with changes at the SB US 52 Ramp intersection.

No mitigations are required at the intersection in Phase 1, 2, or 3 of the development.

See **Appendix E** for the proposed intersection layout of 41st Street at NB US 52 Ramp.

6.7 41st St at E. Frontage Rd/Maplewood Sq Access

The intersection of 41st Street and East Frontage Road/Maplewood Square Access is identified as intersection 7 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

Under Existing and No Build 2027 conditions northbound 95th percentile queues extend beyond available queue storage. Additional storage is proposed as part of the Mitigated No Build scenario. This would involve closing access to the first two parking rows of the Maplewood Square parking lot on the east side of the northbound approach. A concrete divider would be installed to block the existing parking lot row access points resulting in a loss of approximately 16 parking spaces. The Northbound approach lanes would be extended to have 225 feet of storage. While 95th percentile queues may be contained by closing just one parking row, closing two parking rows is recommended to contain all northbound queues at their maximum (100th percentile) length.

No other mitigations beyond signal timing adjustments are made for any future mitigated scenarios as the intersection operates acceptably.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS B or better in each scenario and all turning movements operate at LOS E or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 39, 40, 41, and 42 detail the traffic operations and queueing results for 41st Street at E. Frontage Road/Maplewood Square Access through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 39 – 41st St at E. Frontage Rd/Maplewood Sq Access – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	7.1 / A	6.5 / A	EBL	18.1 / B	15.4 / B
	WB	WBL	5.0 / A		WBL	13.2 / B	
	NB	NBL	44.4 / D		NBT	47.9 / D	
	SB	SBL	50.0 / D		SBT	53.3 / D	
No Build (Year 2027)	EB	EBL	6.6 / A	6.0 / A	EBL	16.3 / B	15.8 / B
	WB	WBL	5.0 / A		WBT	12.6 / B	
	NB	NBL	45.3 / D		NBT	47.1 / D	
	SB	SBT	54.2 / D		SBT	52.2 / D	
Mitigated No Build (Year 2027)	EB	EBL	5.6 / A	5.4 / A	EBL	13.6 / B	16.2 / B
	WB	WBL	4.7 / A		WBL	19.2 / B	
	NB	NBL	43.3 / D		NBT	**55.4 / E**	
	SB	SBT	53.0 / D		SBT	51.1 / D	
Phase 1 Build (Year 2027)	EB	EBL	5.7 / A	5.3 / A	EBL	13.6 / B	16.1 / B
	WB	WBL	4.1 / A		WBL	17.4 / B	
	NB	NBL	47.8 / D		NBT	**56.4 / E**	
	SB	SBL	44.6 / D		SBT	54.6 / D	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	5.4 / A	5.3 / A	EBL	14.8 / B	15.7 / B
	WB	WBL	4.3 / A		WBL	17.3 / B	
	NB	NBL	41.6 / D		NBT	49.5 / D	
	SB	SBT	48.0 / D		SBT	48.5 / D	

Table 40 – 41st St at E. Frontage Rd/Maplewood Sq Access – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBL	86	320	EBL	196	320
	WB	WBT	98	457	WBT	201	457
	NB	NBT	54	830	**NBL[1]**	**138**	**95**
	SB	SBL	70	175	SBL	137	175
No Build (Year 2027)	EB	EBL	74	320	EBL	167	320
	WB	WBT	98	457	WBT	204	457
	NB	NBT	51	830	**NBL[1]**	**148**	**95**
	SB	SBL	66	175	SBT	181	809
Mitigated No Build (Year 2027)	EB	EBL	60	320	EBL	161	320
	WB	WBT	82	457	WBT	228	457
	NB	NBT	52	830	NBL	146	225
	SB	SBL	66	175	SBL	117	175
Phase 1 Build (Year 2027)	EB	EBL	63	320	EBL	164	320
	WB	WBT	81	457	WBT	234	457
	NB	NBT	55	830	NBL	145	225
	SB	SBL	64	175	SBL	117	175
Phase 1 Mitigated Build (Year 2027)	EB	EBL	58	320	EBL	172	320
	WB	WBT	81	457	WBT	236	457
	NB	NBT	51	830	NBL	132	225
	SB	SBL	69	175	SBR	129	180

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] Through lane queues extend past turn lane storage in addition to turn lane queues extending past available storage.

Table 41 – 41st St at E. Frontage Rd/Maplewood Sq Access – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	5.8 / A	5.2 / A	EBL	14.1 / B	15.8 / B
	WB	WBL	5.0 / A		WBL	18.5 / B	
	NB	NBL	50.1 / D		NBT	51.3 / D	
	SB	SBT	47.4 / D		SBT	53.3 / D	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	5.5 / A	5.5 / A	EBL	10.3 / B	14.1 / B
	WB	WBL	4.8 / A		WBL	11.8 / B	
	NB	NBL	44.8 / D		NBT	**55.0 / E**	
	SB	SBT	53.3 / D		SBT	51.9 / D	
Phase 3 Build (Year 2029)	EB	EBL	5.7 / A	5.5 / A	EBL	10.5 / B	14.1 / B
	WB	WBL	5.3 / A		WBL	12.1 / B	
	NB	NBL	43.0 / D		NBT	53.1 / D	
	SB	SBL	52.2 / D		SBT	54.1 / D	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	5.8 / A	5.7 / A	EBL	10.7 / B	14.2 / B
	WB	WBL	5.1 / A		WBL	11.8 / B	
	NB	NBL	46.6 / D		NBT	53.7 / D	
	SB	SBT	50.3 / D		SBT	53.6 / D	
Horizon Build (Year 2045)	EB	EBL	5.6 / A	5.1 / A	EBL	9.7 / A	13.4 / B
	WB	WBL	5.1 / A		WBL	14.2 / B	
	NB	NBL	48.8 / D		NBT	54.0 / D	
	SB	SBT	54.4 / D		SBT	**56.2 / E**	
Horizon Mitigated Build (Year 2045)	EB	EBL	5.7 / A	4.8 / A	EBL	10.7 / B	13.6 / B
	WB	WBL	4.2 / A		WBL	13.9 / B	
	NB	NBL	46.5 / D		NBT	50.9 / D	
	SB	SBT	52.8 / D		SBT	53.8 / D	

Table 42 – 41st St at E. Frontage Rd/Maplewood Sq Access – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBL	71	320	EBL	179	320
	WB	WBT	78	457	WBT	226	457
	NB	NBT	54	830	NBL	129	225
	SB	SBL	66	175	SBR	127	180
Phase 2 Mitigated Build (Year 2028)	EB	EBL	64	320	EBL	141	320
	WB	WBT	97	457	WBT	206	457
	NB	NBL	52	95	NBL	147	225
	SB	SBL	68	175	SBL	126	175
Phase 3 Build (Year 2029)	EB	EBL	68	320	EBL	146	320
	WB	WBT	97	457	WBT	193	457
	NB	NBT	47	830	NBL	155	225
	SB	SBL	74	175	SBR	128	180
Phase 3 Mitigated Build (Year 2029)	EB	EBL	69	320	EBL	148	320
	WB	WBT	102	457	WBT	212	457
	NB	NBT	50	830	NBL	153	225
	SB	SBL	68	175	SBR	134	180
Horizon Build (Year 2045)	EB	EBL	63	320	EBL	132	320
	WB	WBT	101	457	WBT	192	457
	NB	NBT	51	830	NBL	156	225
	SB	SBL	61	175	SBR	114	180
Horizon Mitigated Build (Year 2045)	EB	EBL	62	320	EBL	144	320
	WB	WBT	101	457	WBT	219	457
	NB	NBT	48	830	NBL	144	225
	SB	SBL	51	175	SBR	130	180

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 41st Stat E. Frontage Rd/Maplewood Sq Access

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- The Northbound approach lanes would be extended to 225 feet of storage. This would involve closing access to the first two parking rows of the Maplewood Square parking lot on the east side of the northbound approach. A concrete divider would be installed to block the existing parking lot row access points resulting in a loss of approximately 16 parking spaces.

No mitigations are required at the intersection in Phase 1, 2, or 3 of the development.

See **Appendix E** for the proposed intersection layout of 41st Street at E. Frontage Road/Maplewood Sq Access.

6.8 Marketplace Dr at SE Target Access

The intersection of Marketplace Drive at SE Target Access is identified as intersection 8 in **Figure 1**. This intersection operates under minor-street stop control in the existing conditions and all future scenarios.

The eastbound approach currently has a dedicated left turn lane and dedicated right turn lane. The right turn lane is short with approximately 60 feet of storage. Under Existing, No Build 2027 and Phase 1 conditions, the intersection operates acceptably, in accordance to Rochester's Traffic Service Standards.

Under Phase 2, Phase 3, and Horizon Year Build conditions, 95th percentile eastbound right queue lengths extend out of the storage lane to just over 70 feet. This would cause a mixing of queueing eastbound left and eastbound right vehicles. This is not particularly concerning, as the 95th percentile eastbound left queues are only approximately 100 feet under Horizon Year conditions. These 95th percentile queues would be contained before the first driveway access which is approximately 105 feet back.

Volume to capacity ratios under Horizon Year conditions reach 0.9 for the eastbound turning movements in the PM peak hour, with eastbound movements having LOS E delays. According to Rochester's traffic service standards a 0.9 V/C ratio is acceptable, as Marketplace Drive is not an arterial roadway. No mitigations are proposed in any scenario for this intersection.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS E or better. As discussed above 95th percentile queues are not a concern as spilling out of the short pocket turn lane does not cause operational problems. Volume to capacity ratios are acceptable for the roadway type (0.9 or lower).

Tables 43, 44, 45, and 46 detail the traffic operations and queueing results for Marketplace Drive at SE Target Access through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 43 – Marketplace Dr at SE Target Access – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	5.9 / A	0.7 / A	EBL	20.8 / C	2.6 / A
	NB	NBL	2.4 / A		NBL	4.5 / A	
	SB	SBT	0.2 / A		SBT	0.9 / A	
No Build (Year 2027)	EB	EBL	5.8 / A	0.7 / A	EBL	12.3 / B	1.5 / A
	NB	NBL	2.4 / A		NBL	2.4 / A	
	SB	SBT	0.3 / A		SBT	0.2 / A	
Mitigated No Build (Year 2027)	EB	EBL	5.4 / A	0.7 / A	EBL	12.9 / B	1.5 / A
	NB	NBL	2.4 / A		NBL	2.4 / A	
	SB	SBT	0.2 / A		SBT	0.2 / A	
Phase 1 Build (Year 2027)	EB	EBL	7.0 / A	0.7 / A	EBL	15.7 / C	1.7 / A
	NB	NBL	2.5 / A		NBL	2.6 / A	
	SB	SBT	0.3 / A		SBT	0.3 / A	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	6.4 / A	0.7 / A	EBL	16.2 / C	1.7 / A
	NB	NBL	2.5 / A		NBL	2.6 / A	
	SB	SBT	0.2 / A		SBT	0.3 / A	

Table 44 – Marketplace Dr at SE Target Access – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBR	32	60	EBL	62	410
	NB	NBL	29	200	NBL	79	200
	SB	SBT	-	573	SBT	20	573
No Build (Year 2027)	EB	EBR	32	60	EBL	55	410
	NB	NBL	29	200	NBL	20	200
	SB	SBT	-	573	SBT	-	573
Mitigated No Build (Year 2027)	EB	EBR	33	60	EBL	57	410
	NB	NBL	28	200	NBL	21	200
	SB	SBT	-	573	SBT	-	573
Phase 1 Build (Year 2027)	EB	EBR	34	60	EBL	64	410
	NB	NBL	31	200	NBL	38	200
	SB	SBT	20	510	SBT	-	573
Phase 1 Mitigated Build (Year 2027)	EB	EBR	32	60	EBL	63	410
	NB	NBL	30	200	NBL	39	200
	SB	SBT	20	510	SBT	-	573

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 45 – Marketplace Dr at SE Target Access – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	5.5 / A	0.6 / A	EBL	**35.8 / E**	3.2 / A
	NB	NBL	2.5 / A		NBL	5.0 / A	
	SB	SBT	0.3 / A		SBT	0.9 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	6.8 / A	0.6 / A	EBL	34.0 / D	3.2 / A
	NB	NBL	2.5 / A		NBL	5.2 / A	
	SB	SBT	0.3 / A		SBT	1.0 / A	
Phase 3 Build (Year 2029)	EB	EBL	6.6 / A	0.7 / A	EBL	32.5 / D	3.0 / A
	NB	NBL	2.5 / A		NBL	5.1 / A	
	SB	SBT	0.3 / A		SBT	1.0 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	6.4 / A	0.6 / A	EBL	**41.3 / E**	3.5 / A
	NB	NBL	2.5 / A		NBL	5.4 / A	
	SB	SBT	0.3 / A		SBT	1.0 / A	
Horizon Build (Year 2045)	EB	EBL	6.1 / A	0.6 / A	EBL	**40.4 / E**	3.4 / A
	NB	NBL	2.5 / A		NBL	5.8 / A	
	SB	SBT	0.3 / A		SBT	1.0 / A	
Horizon Mitigated Build (Year 2045)	EB	EBL	6.5 / A	0.7 / A	EBL	**42.2 / E**	3.5 / A
	NB	NBL	2.6 / A		NBL	5.5 / A	
	SB	SBT	0.3 / A		SBT	1.0 / A	

Table 46 – Marketplace Dr at SE Target Access – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBR	34	60	**EBR[1]**	**65**	**60**
	NB	NBL	29	200	NBL	85	200
	SB	SBT	-	510	SBT	20	510
Phase 2 Mitigated Build (Year 2028)	EB	EBR	30	60	EBL	80	410
	NB	NBL	29	200	NBL	86	200
	SB	SBT	20	510	SBT	20	510
Phase 3 Build (Year 2029)	EB	EBR	34	60	**EBR[1]**	**66**	**60**
	NB	NBL	31	200	NBL	83	200
	SB	SBT	-	510	SBT	20	0
Phase 3 Mitigated Build (Year 2029)	EB	EBR	31	60	**EBR[1]**	**71**	**60**
	NB	NBL	29	200	NBL	90	200
	SB	SBT	-	510	SBT	20	510
Horizon Build (Year 2045)	EB	EBR	31	60	**EBR[1]**	**63**	**60**
	NB	NBL	31	200	NBL	92	200
	SB	SBT	-	510	SBT	20	510
Horizon Mitigated Build (Year 2045)	EB	EBR	31	60	**EBR[1]**	**63**	**60**
	NB	NBL	33	200	NBL	90	200
	SB	SBT	-	510	SBT	20	510

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] EBL 95th percentile queues extend past available EBR storage

Proposed Mitigations – Marketplace Dr at SE Target Access

No mitigations are proposed for Marketplace Drive at SE Target Access in any future No Build or Build scenario.

6.9 Marketplace Dr at Slip Ramp from 37th St

The intersection of Marketplace Drive at the Slip Ramp from 37th Street is identified as intersection 9 in **Figure 1**. This intersection operates under minor-street stop control in the existing conditions and all future scenarios.

The westbound slip ramp to Marketplace Drive from 37th Street has a short westbound left turn pocket that is approximately 60 feet in length if a vehicle pulled into the crosswalk looking to make a left turn. Westbound 95th percentile queues extend further than the 60-foot storage of the existing short turn pocket. This leads to a mixing of westbound left and westbound right vehicles as the turn pocket is often blocked, leading to some inefficiencies. This is not particularly concerning as westbound left volumes are low, with only 22 vehicles under Horizon Year PM conditions. No mitigations are planned for the intersection in any scenario.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS B or better. Besides the westbound left turn pocket previously discussed, 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.9 or lower).

Tables 47, 48, 49, and 50 detail the traffic operations and queueing results for Marketplace Drive at the Slip Ramp from 37th Street through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 47 – Marketplace Dr at Slip Ramp from 37th St – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBR	3.7 / A	1.9 / A	EBR	3.8 / A	6.2 / A
	WB	WBL	5.6 / A		WBR	13.2 / B	
	NB	NBT	0.4 / A		NBT	1.3 / A	
	SB	SBT	0.2 / A		SBT	0.5 / A	
No Build (Year 2027)	EB	EBR	3.4 / A	1.9 / A	EBR	3.6 / A	6.0 / A
	WB	WBL	5.3 / A		WBR	12.4 / B	
	NB	NBT	0.5 / A		NBT	1.4 / A	
	SB	SBT	0.2 / A		SBT	0.3 / A	
Mitigated No Build (Year 2027)	EB	EBR	2.9 / A	1.9 / A	EBR	3.9 / A	5.2 / A
	WB	WBL	5.1 / A		WBR	10.6 / B	
	NB	NBT	0.5 / A		NBT	1.3 / A	
	SB	SBT	0.2 / A		SBT	0.3 / A	
Phase 1 Build (Year 2027)	EB	EBR	3.6 / A	1.8 / A	EBR	4.1 / A	5.4 / A
	WB	WBL	5.1 / A		WBR	12.1 / B	
	NB	NBT	0.5 / A		NBT	1.4 / A	
	SB	SBT	0.2 / A		SBT	0.3 / A	
Phase 1 Mitigated Build (Year 2027)	EB	EBR	2.8 / A	1.7 / A	EBR	3.8 / A	5.4 / A
	WB	WBL	4.8 / A		WBL	12.2 / B	
	NB	NBT	0.5 / A		NBT	1.4 / A	
	SB	SBT	0.2 / A		SBT	0.3 / A	

Table 48 – Marketplace Dr at Slip Ramp from 37th St – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBR	20	110	EBR	28	110
	WB	WBR	55	390	**WBL[1]**	**89**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
No Build (Year 2027)	EB	EBR	23	110	EBR	28	110
	WB	WBR	55	390	**WBL[1]**	**74**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Mitigated No Build (Year 2027)	EB	EBR	21	110	EBR	26	110
	WB	WBR	55	390	**WBL[1]**	**66**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Phase 1 Build (Year 2027)	EB	EBR	20	110	EBR	28	110
	WB	WBR	54	390	**WBL[1]**	**70**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Phase 1 Mitigated Build (Year 2027)	EB	EBR	22	110	EBR	27	110
	WB	WBR	52	390	**WBL[1]**	**77**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] WBR 95th percentile queues extend past storage of WBL turn pocket

Table 49 – Marketplace Dr at Slip Ramp from 37th St – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBR	3.5 / A	1.6 / A	EBR	5.0 / A	5.2 / A
	WB	WBL	5.3 / A		WBR	12.3 / B	
	NB	NBT	0.5 / A		NBT	1.5 / A	
	SB	SBT	0.3 / A		SBT	0.6 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBR	3.3 / A	1.7 / A	EBR	4.7 / A	4.8 / A
	WB	WBL	5.6 / A		WBL	11.8 / B	
	NB	NBT	0.5 / A		NBT	1.5 / A	
	SB	SBT	0.3 / A		SBT	0.6 / A	
Phase 3 Build (Year 2029)	EB	EBR	3.2 / A	1.7 / A	EBR	4.5 / A	4.5 / A
	WB	WBL	5.2 / A		WBL	11.8 / B	
	NB	NBT	0.5 / A		NBT	1.5 / A	
	SB	SBT	0.3 / A		SBT	0.6 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBR	2.9 / A	1.6 / A	EBR	5.6 / A	4.8 / A
	WB	WBL	5.5 / A		WBL	12.2 / B	
	NB	NBT	0.5 / A		NBT	1.5 / A	
	SB	SBR	0.4 / A		SBT	0.6 / A	
Horizon Build (Year 2045)	EB	EBR	3.0 / A	1.6 / A	EBR	4.8 / A	5.7 / A
	WB	WBL	5.4 / A		WBR	14.5 / B	
	NB	NBT	0.4 / A		NBT	1.6 / A	
	SB	SBR	0.3 / A		SBT	0.6 / A	
Horizon Mitigated Build (Year 2045)	EB	EBR	3.0 / A	1.7 / A	EBR	4.5 / A	4.9 / A
	WB	WBL	5.7 / A		WBR	12.4 / B	
	NB	NBT	0.5 / A		NBT	1.5 / A	
	SB	SBT	0.2 / A		SBT	0.6 / A	

Table 50 – Marketplace Dr at Slip Ramp from 37th St – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 (Year 2028)	EB	EBR	23	110	EBR	29	110
	WB	WBR	52	390	**WBL[1]**	**64**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Phase 2 Mitigated Build (Year 2028)	EB	EBR	22	110	EBR	25	110
	WB	WBR	54	390	**WBL[1]**	**61**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Phase 3 Build (Year 2029)	EB	EBR	21	110	EBR	26	110
	WB	WBR	54	390	WBR	155	390
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Phase 3 Mitigated Build (Year 2029)	EB	EBR	20	110	EBR	26	110
	WB	WBR	48	390	**WBL[1]**	**62**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Horizon Build (Year 2045)	EB	EBR	22	110	EBR	26	110
	WB	WBR	53	390	**WBL[1]**	**78**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421
Horizon Mitigated Build (Year 2045)	EB	EBR	23	110	EBR	29	110
	WB	WBR	52	390	**WBL[1]**	**65**	**60**
	NB	NBT	-	689	NBT	-	689
	SB	SBT	-	421	SBT	-	421

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] WBR 95th percentile queues extend past storage of WBL turn pocket

Proposed Mitigations – Marketplace Dr at Slip Ramp from 37th St

No mitigations are proposed for Marketplace Drive at the Slip Ramp from 37th Street in any future No Build or Build scenario.

6.10 W. Circle Dr at Valleyhigh Rd

The intersection of W. Circle Drive at Valleyhigh Road is identified as intersection 10 in **Figure 1**. This intersection operates under signal control in the existing conditions and all future scenarios.

No mitigations were required beyond signal timing adjustments for the Mitigated No Build 2027, Phase 1 Mitigated Build or Phase 2 Mitigated Build scenarios.

In the Phase 3 Mitigated Build scenario, in order to keep a level of service of C or better overall and volume to capacity ratios of 0.8 or lower, dual southbound left and dual westbound left turn lanes were included at the intersection. This allows the intersection to perform within Rochester's traffic service standards. The existing intersection has adequate space for the dual turn lanes.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS C in each scenario and all turning movements operate at LOS E or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 51, 52, 53, and 54 detail the traffic operations and queueing results for W. Circle Drive at Valleyhigh Road through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 51 – W. Circle Dr at Valleyhigh Rd – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	**62.2 / E**	28.2 / C	EBL	**63.7 / E**	30.4 / C
	WB	WBL	**65.2 / E**		WBL	**57.1 / E**	
	NB	NBL	**62.4 / E**		NBL	**55.7 / E**	
	SB	SBL	**55.5 / E**		SBL	**56.0 / E**	
No Build (Year 2027)	EB	EBL	**56.1 / E**	32.3 / C	EBL	**63.9 / E**	30.3 / C
	WB	WBL	**62.9 / E**		WBL	53.4 / D	
	NB	NBL	**61.9 / E**		NBL	**60.1 / E**	
	SB	SBL	53.7 / D		SBL	**55.7 / E**	
Mitigated No Build (Year 2027)	EB	EBL	52.2 / D	31.2 / C	EBL	**68.7 / E**	30.8 / C
	WB	WBL	**58.4 / E**		WBL	**58.9 / E**	
	NB	NBL	**61.1 / E**		NBL	**59.3 / E**	
	SB	SBL	46.9 / D		SBL	**58.9 / E**	
Phase 1 Build (Year 2027)	EB	EBL	53.8 / D	31.2 / C	EBL	**70.9 / E**	31.8 / C
	WB	WBL	**63.6 / E**		WBL	**59.8 / E**	
	NB	NBL	**63.0 / E**		NBL	**57.2 / E**	
	SB	SBL	46.4 / D		SBL	**60.1 / E**	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	52.3 / D	31.3 / C	EBL	**70.3 / E**	32.1 / C
	WB	WBL	**58.7 / E**		WBL	**59.9 / E**	
	NB	NBL	**61.3 / E**		NBL	**58.7 / E**	
	SB	SBL	47.7 / D		SBL	**60.3 / E**	

Table 52 – W. Circle Dr at Valleyhigh Rd – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	164	1110	EBL	160	290
	WB	WBL	88	295	WBL	125	295
	NB	NBT	175	1129	NBT	282	1129
	SB	SBL	229	310	SBT	231	670
No Build (Year 2027)	EB	EBT	172	1110	EBL	148	290
	WB	WBT	96	1349	WBT	154	1349
	NB	NBT	192	1129	NBT	297	1129
	SB	SBL	249	310	SBT	232	670
Mitigated No Build (Year 2027)	EB	EBT	182	1110	EBL	175	290
	WB	WBT	91	1349	WBT	159	1349
	NB	NBT	212	1129	NBT	286	1129
	SB	SBL	241	310	SBT	235	670
Phase 1 Build (Year 2027)	EB	EBT	174	1110	EBL	185	290
	WB	WBT	101	1349	WBT	152	1349
	NB	NBT	211	1129	NBT	301	1129
	SB	SBL	244	310	SBT	247	670
Phase 1 Mitigated Build (Year 2027)	EB	EBT	177	1110	EBL	172	290
	WB	WBT	92	1349	WBT	153	1349
	NB	NBT	217	1129	NBT	302	1129
	SB	SBL	250	310	SBT	253	670

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 53 – W. Circle Dr at Valleyhigh Rd – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	**57.5 / E**	30.5 / C	EBL	**61.5 / E**	31.0 / C
	WB	WBL	**61.6 / E**		WBL	**59.6 / E**	
	NB	NBL	**59.8 / E**		NBL	53.7 / D	
	SB	SBL	36.5 / D		SBL	54.4 / D	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	**59.2 / E**	29.5 / C	EBL	**61.0 / E**	32.4 / C
	WB	WBL	**61.4 / E**		WBL	**62.5 / E**	
	NB	NBL	49.1 / D		NBL	41.1 / D	
	SB	SBL	**56.4 / E**		SBL	**66.7 / E**	
Phase 3 Build (Year 2029)	EB	EBL	**55.7 / E**	29.0 / C	EBL	**61.3 / E**	32.5 / C
	WB	WBL	**57.2 / E**		WBL	**62.6 / E**	
	NB	NBL	44.2 / D		NBL	41.1 / D	
	SB	SBL	54.8 / D		SBL	**66.8 / E**	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	**66.0 / E**	31.3 / C	EBL	**63.2 / E**	28.7 / C
	WB	WBL	**58.6 / E**		WBL	**60.8 / E**	
	NB	NBL	**59.6 / E**		NBL	**59.5 / E**	
	SB	SBL	**58.0 / E**		SBL	37.6 / D	
Horizon Build (Year 2045)	EB	EBL	**61.4 / E**	32.6 / C	EBL	**62.5 / E**	33.3 / C
	WB	WBL	**59.5 / E**		WBL	**62.5 / E**	
	NB	NBL	**56.8 / E**		NBL	**75.8 / E**	
	SB	SBL	**59.6 / E**		SBL	36.2 / D	
Horizon Mitigated Build (Year 2045)	EB	EBL	**69.3 / E**	34.9 / C	EBL	**69.8 / E**	32.3 / C
	WB	WBL	**65.8 / E**		WBL	**57.7 / E**	
	NB	NBL	**60.4 / E**		NBL	52.3 / D	
	SB	SBL	**69.0 / E**		SBL	**67.6 / E**	

Table 54 – W. Circle Dr at Valleyhigh Rd – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	221	1110	EBT	159	1110
	WB	WBT	152	1321	WBT	201	1321
	NB	NBT	209	1129	NBT	293	1129
	SB	SBL	180	310	SBT	252	670
Phase 2 Mitigated Build (Year 2028)	EB	EBT	244	1110	EBT	164	1110
	WB	WBT	147	1321	WBT	203	1321
	NB	NBT	191	1129	NBT	291	1129
	SB	SBL	216	310	SBT	288	670
Phase 3 Build (Year 2029)	EB	EBT	225	1110	EBT	168	1110
	WB	WBT	146	1321	WBT	202	1321
	NB	NBT	197	1129	NBT	283	1129
	SB	SBL	247	310	SBT	288	670
Phase 3 Mitigated Build (Year 2029)	EB	EBT	231	1110	EBT	172	1110
	WB	WBT	143	1321	WBT	214	1321
	NB	NBT	194	1129	NBT	285	1129
	SB	SBT	194	670	SBT	138	670
Horizon Build (Year 2045)	EB	EBT	268	1110	EBT	195	1110
	WB	WBT	161	1321	WBT	275	1321
	NB	NBL	224	350	**NBL[1]**	**378**	**295**
	SB	SBT	210	670	SBT	133	670
Horizon Mitigated Build (Year 2045)	EB	EBT	332	1110	EBT	208	1110
	WB	WBT	198	1321	WBT	270	1321
	NB	NBL	243	350	NBL	328	350
	SB	SBT	177	670	SBT	200	670

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] Through lane queues extend past turn lane storage in addition to turn lane queues extending past available storage.

Proposed Mitigations – W. Circle Dr at Valleyhigh Rd

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No mitigations necessary

Development Phase 1 and Phase 2 do not require any mitigations. The following mitigations should be made Phase 3 to accommodate the development:

Build Mitigated (Year 2029, 2045) – Phase 3 Full Build Out

- Add a dual southbound left turn lane.

- Add a dual westbound left turn lane.

See Appendix E1 for the proposed intersection layout of W. Circle Drive at Valleyhigh Road.

6.11 Valleyhigh Dr at 37th St

The intersection of Valleyhigh Drive at 37th Street is identified as intersection 11 in **Figure 1**. This intersection is a new intersection that is proposed as part of the connection of 37th Street to Valleyhigh Drive in Phase 2 of the development.

A warrant analysis of the intersection was performed and found that an all-way stop, roundabout, or traffic signal control would be warranted at the intersection; however, all-way stop control was not considered reasonable based on agency input. The intersection is being proposed as a single lane roundabout intersection with an additional eastbound right turn slip lane. See **Appendix E** for the proposed intersection layout of 37th Street at Valleyhigh Drive. HCS was used to analyze the future proposed roundabout control at this intersection.

Under the Mitigated Build scenarios (Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS B or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Table 55 and **Table 56** detail the traffic operations and queueing results for Valleyhigh Drive at 37th Street through the Phase 2, Phase 3, and Horizon Year scenarios. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 55 – Valleyhigh Dr at 37th St – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBR	6.0 / A	5.6 / A	EBR	5.7 / A	7.1 / A
	NB	NBL	5.5 / A		NBL	7.9 / A	
	SB	SBT	6.5 / A		SBT	9.9 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBR	6.0 / A	5.6 / A	EBR	5.7 / A	7.1 / A
	NB	NBL	5.5 / A		NBL	7.9 / A	
	SB	SBT	6.5 / A		SBT	9.9 / A	
Phase 3 Build (Year 2029)	EB	EBR	6.6 / A	6.0 / A	EBR	6.3 / A	7.8 / A
	NB	NBL	6.0 / A		NBL	8.8 / A	
	SB	SBT	7.0 / A		SBT	11.0 / B	
Phase 3 Mitigated Build (Year 2029)	EB	EBR	6.6 / A	6.0 / A	EBR	6.3 / A	7.8 / A
	NB	NBL	6.0 / A		NBL	8.8 / A	
	SB	SBT	7.0 / A		SBT	11.0 / B	
Horizon Build (Year 2045)	EB	EBR	7.6 / A	6.8 / A	EBR	7.3 / A	7.8 / A
	NB	NBL	6.8 / A		NBL	11.1 / B	
	SB	SBT	7.8 / A		SBT	13.8 / B	
Horizon Mitigated Build (Year 2045)	EB	EBR	7.6 / A	6.8 / A	EBR	7.3 / A	7.8 / A
	NB	NBL	6.8 / A		NBL	11.1 / B	
	SB	SBT	7.8 / A		SBT	13.8 / B	

Table 56 – Valleyhigh Dr at 37th St – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBR	40	525	EBR	35	525
	NB	NBT	30	173	NBT	60	173
	SB	SBT	35	1030	SBT	60	1030
Phase 2 Mitigated Build (Year 2028)	EB	EBR	40	525	EBR	35	525
	NB	NBT	30	173	NBT	60	173
	SB	SBT	35	1030	SBT	60	1030
Phase 3 Build (Year 2029)	EB	EBR	50	525	EBR	45	525
	NB	NBT	35	173	NBT	75	173
	SB	SBT	35	1030	SBT	65	1030
Phase 3 Mitigated Build (Year 2029)	EB	EBR	50	525	EBR	45	525
	NB	NBT	35	173	NBT	75	173
	SB	SBT	35	1030	SBT	65	1030
Horizon Build (Year 2045)	EB	EBR	65	525	EBR	60	525
	NB	NBT	45	173	NBT	115	173
	SB	SBT	40	1030	SBT	80	1030
Horizon Mitigated Build (Year 2045)	EB	EBR	65	525	EBR	60	525
	NB	NBT	45	173	NBT	115	173
	SB	SBT	40	1030	SBT	80	1030

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – Valleyhigh Dr at 37th St

In Phase 2 or when the 37th Street connection is made, the intersection should be constructed as a new single lane roundabout controlled intersection with an eastbound right turn slip lane. No mitigations beyond the initial construction are necessary in any future phase.

See **Appendix E** for the proposed intersection layout of 37th Street at Valleyhigh Drive.

6.12 37th St at RTC West

The intersection of 37th Street at RTC West is identified as intersection 12 in **Figure 1**. This intersection operates under minor street stop control under existing conditions. A warrant analysis was performed and found that the intersection does not meet all-way stop or traffic signal warrants under future build conditions, therefore the intersection will remain under minor-street stop-control throughout all future scenarios.

In Phase 2 of the development, 37th Street is proposed to be connected to Valleyhigh Drive. During this phase a reconstruction of 37th Street between Valleyhigh Drive at the SB US 52 Ramps is proposed. This would involve a reconstruction of the 37th Street at RTC West intersection. The intersection should include a dedicated left turn lane and shared through-right lane on the southbound approach; the existing westbound channelized right turn should be removed for a standard turn lane.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS B or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 57, 58, 59, and 60 detail the traffic operations and queueing results for 37th Street at RTC West through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 57 – 37th St at RTC West – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	2.0 / A	2.8 / A	EBL	2.7 / A	3.1 / A
	WB	WBR	2.2 / A		WBR	2.7 / A	
	NB	NBR	1.9 / A		-	-	
	SB	SBL	6.0 / A		SBL	6.1 / A	
No Build (Year 2027)	EB	EBL	0.0 / A	3.3 / A	EBL	0.0 / A	3.8 / A
	WB	WBL	2.8 / A		WBR	3.1 / A	
	NB	NBT	7.7 / A		NBT	6.4 / A	
	SB	SBL	7.5 / A		SBL	5.7 / A	
Mitigated No Build (Year 2027)	EB	EBL	0.0 / A	3.2 / A	EBL	0.0 / A	3.8 / A
	WB	WBL	2.8 / A		WBR	3.2 / A	
	NB	NBT	7.4 / A		NBT	6.6 / A	
	SB	SBL	7.5 / A		SBL	5.6 / A	
Phase 1 Build (Year 2027)	EB	EBL	3.2 / A	3.8 / A	EBL	3.0 / A	3.6 / A
	WB	WBL	2.8 / A		WBR	3.1 / A	
	NB	NBT	8.1 / A		NBT	6.3 / A	
	SB	SBL	8.3 / A		SBL	6.1 / A	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	2.0 / A	3.8 / A	EBL	2.2 / A	3.7 / A
	WB	WBL	2.9 / A		WBR	3.2 / A	
	NB	NBT	8.0 / A		NBT	6.7 / A	
	SB	SBL	8.1 / A		SBL	6.2 / A	

Table 58 – 37th St at RTC West – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBL	20	65	EBL	20	65
	WB	WBR	-	585	WBR	20	585
	NB	NBT	20	400	NBT	-	400
	SB	SBT	66	727	SBT	66	727
No Build (Year 2027)	EB	EBL	-	65	EBL	-	5
	WB	WBL	20	80	WBT	20	1172
	NB	NBT	37	776	NBT	52	776
	SB	SBT	87	727	SBT	57	727
Mitigated No Build (Year 2027)	EB	EBL	-	65	EBL	-	65
	WB	WBL	20	80	WBR	37	585
	NB	NBT	37	776	NBT	43	776
	SB	SBT	91	727	SBT	57	727
Phase 1 Build (Year 2027)	EB	EBL	-	65	EBL	20	65
	WB	WBL	20	80	WBL	20	80
	NB	NBT	36	776	NBT	47	776
	SB	SBT	109	727	SBT	62	727
Phase 1 Mitigated Build (Year 2027)	EB	EBL	20	65	EBL	-	65
	WB	WBL	20	80	WBL	20	80
	NB	NBT	36	776	NBT	46	776
	SB	SBT	105	727	SBT	65	727

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 59 – 37th St at RTC West – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	4.1 / A	3.6 / A	EBL	4.7 / A	3.3 / A
	WB	WBL	4.0 / A		WBL	3.7 / A	
	NB	NBT	11.2 / B		NBL	9.2 / A	
	SB	SBL	11.8 / B		SBL	10.2 / B	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	4.3 / A	3.5 / A	EBL	4.6 / A	3.3 / A
	WB	WBL	4.0 / A		WBL	3.8 / A	
	NB	NBL	8.9 / A		NBT	9.8 / A	
	SB	SBL	11.4 / B		SBL	10.2 / B	
Phase 3 Build (Year 2029)	EB	EBL	4.0 / A	3.7 / A	EBL	4.6 / A	3.2 / A
	WB	WBL	4.0 / A		WBL	3.3 / A	
	NB	NBT	11.6 / B		NBT	12.0 / B	
	SB	SBL	12.2 / B		SBL	10.1 / B	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	4.1 / A	3.9 / A	EBL	4.6 / A	3.2 / A
	WB	WBL	4.7 / A		WBL	3.6 / A	
	NB	NBT	12.3 / B		NBT	9.7 / A	
	SB	SBL	12.7 / B		SBL	10.1 / B	
Horizon Build (Year 2045)	EB	EBL	4.2 / A	4.0 / A	EBL	4.4 / A	3.4 / A
	WB	WBL	4.6 / A		WBL	4.0 / A	
	NB	NBL	8.1 / A		NBT	10.4 / B	
	SB	SBL	12.9 / B		SBL	10.7 / B	
Horizon Mitigated Build (Year 2045)	EB	EBL	4.5 / A	3.7 / A	EBL	4.7 / A	3.3 / A
	WB	WBL	4.5 / A		WBL	4.0 / A	
	NB	NBT	14.2 / B		NBT	11.0 / B	
	SB	SBL	12.2 / B		SBL	10.0 / B	

Table 60 – 37th St at RTC West – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBL	25	65	EBL	42	65
	WB	WBL	40	80	WBL	20	80
	NB	NBT	38	778	NBT	54	778
	SB	SBL	114	130	SBL	75	130
Phase 2 Mitigated Build (Year 2028)	EB	EBL	29	65	EBL	43	65
	WB	WBL	38	80	WBR	29	585
	NB	NBT	39	778	NBT	53	778
	SB	SBL	112	130	SBL	76	130
Phase 3 Build (Year 2029)	EB	EBL	25	65	EBL	38	65
	WB	WBL	39	80	WBL	20	80
	NB	NBT	38	778	NBT	52	778
	SB	SBL	124	130	SBL	75	130
Phase 3 Mitigated Build (Year 2029)	EB	EBL	26	65	EBL	41	65
	WB	WBL	40	80	WBL	20	80
	NB	NBT	39	778	NBT	51	778
	SB	SBL	126	130	SBL	76	130
Horizon Build (Year 2045)	EB	EBL	26	65	EBL	40	65
	WB	WBL	43	80	WBL	20	80
	NB	NBT	39	778	NBT	52	778
	SB	SBL	120	130	SBL	79	130
Horizon Mitigated Build (Year 2045)	EB	EBL	30	65	EBL	39	65
	WB	WBL	37	80	WBL	20	80
	NB	NBT	39	778	NBT	54	778
	SB	SBL	120	130	SBL	76	130

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 37th St at RTC West

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No additional mitigations

Development Phase 1 does not require any mitigations. The following mitigations should be made with Phase 2 to accommodate the development:

Build Mitigated (Year 2028) – Phase 2

- The connection/reconstruction of 37th Street would happen during this phase. The intersection would remain minor street stop controlled.

- The lane designation of the southbound approach would be changed to have a dedicated left turn lane with a shared though-right lane.
- The westbound channelized right turn lane would be converted to a regular right turn lane.

Development Phase 3 does not require additional mitigations.

See **Appendix E** for the proposed intersection layout of 37th Street at RTC West.

6.13 37th St at RTC East

The intersection of 37th Street at RTC East is identified as intersection 13 in **Figure 1**. Under existing conditions this intersection operates under minor-street stop-control. A warrant analysis was performed and found that the intersection meets all-way stop and traffic signal warrants under Phase 3 conditions. The intersection is proposed to be converted to a traffic signal in Phase 3 of the development.

Under Existing, No Build 2027, and Phase 1 conditions, the intersection operates acceptably and within Rochester's Traffic Service Standards without any need for further mitigations.

During Phase 2 of the development when 37th street is connected to Valleyhigh Drive and 37th Street is reconstructed between Valleyhigh Drive and the SB US 52 ramp, the concrete bollards and gatehouse on the westbound approach of this intersection should be removed at this time to accommodate the Phase 3 mitigations.

In Phase 2 Mitigated Build conditions, the Northbound right queues spill out of available storage, extending to 156 feet out of an available 130 feet of storage. While this is a concern and breaks the Traffic Service Standard for queueing, the volumes of northbound left vehicles potentially momentarily blocked by northbound right vehicles is low at just 33 vehicles in the PM peak hour. This queueing concern is fixed in Phase 3 when the intersection is converted into a traffic signal. Installing a signal earlier in Phase 2 would mean putting a signal in before a signal is warranted.

In Phase 3 of the development, the intersection is converted to a traffic signal and a dual westbound left lane is added. The channelized northbound right turn would be signalized with an overlap phase coordinated with the westbound left phase of the cycle.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS B or better in each scenario and all turning movements operate at LOS D or better. All 95th percentile queues do not spill out of their available storage besides the discussed northbound right in Phase 2, and V/C ratios are acceptable (0.8 or lower).

Tables 61, 62, 63, and 64 detail the traffic operations and queueing results for 37th Street at RTC East through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 61 – 37th St at RTC East – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBT	0.1 / A	1.8 / A	EBT	0.4 / A	1.4 / A
	WB	WBL	3.9 / A		WBL	3.4 / A	
	NB	NBL	7.1 / A		NBL	6.8 / A	
No Build (Year 2027)	EB	EBT	0.4 / A	3.0 / A	EBT	0.7 / A	2.6 / A
	WB	WBL	5.7 / A		WBL	4.8 / A	
	NB	NBL	18.8 / C		NBL	10.4 / B	
Mitigated No Build (Year 2027)	EB	EBT	0.4 / A	2.9 / A	EBT	0.7 / A	2.6 / A
	WB	WBL	5.3 / A		WBL	4.9 / A	
	NB	NBL	20.2 / C		NBL	10.7 / B	
Phase 1 Build (Year 2027)	EB	EBT	0.5 / A	2.9 / A	EBT	0.8 / A	2.7 / A
	WB	WBL	5.9 / A		WBL	5.2 / A	
	NB	NBL	21.7 / C		NBL	12.1 / B	
Phase 1 Mitigated Build (Year 2027)	EB	EBT	0.5 / A	2.9 / A	EBT	0.8 / A	2.7 / A
	WB	WBL	5.9 / A		WBL	5.4 / A	
	NB	NBL	20.1 / C		NBL	12.7 / B	

Table 62 – 37th St at RTC East – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	-	800	EBT	-	800
	WB	WBL	47	340	WBL	34	340
	NB	NBL	20	940	NBL	35	940
No Build (Year 2027)	EB	EBT	20	800	EBT	20	800
	WB	WBL	101	340	WBL	59	340
	NB	NBL	58	680	NBR	87	130
Mitigated No Build (Year 2027)	EB	EBT	20	800	EBT	20	800
	WB	WBL	89	340	WBL	63	340
	NB	NBL	56	680	NBR	77	130
Phase 1 Build (Year 2027)	EB	EBT	20	800	EBT	20	800
	WB	WBL	105	340	WBL	71	340
	NB	NBL	59	680	NBR	66	130
Phase 1 Mitigated Build (Year 2027)	EB	EBT	-	800	EBT	20	800
	WB	WBL	105	340	WBL	78	340
	NB	NBL	55	680	NBR	79	130

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 63 – 37th St at RTC East – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	0.5 / A	3.1 / A	EBT	0.7 / A	3.5 / A
	WB	WBL	7.8 / A		WBL	7.0 / A	
	NB	NBL	**36.5 / E**		NBL	25.1 / D	
Phase 2 Mitigated Build (Year 2028)	EB	EBT	0.6 / A	3.0 / A	EBT	0.7 / A	3.3 / A
	WB	WBL	7.7 / A		WBL	7.2 / A	
	NB	NBL	27.2 / D		NBL	22.1 / C	
Phase 3 Build (Year 2029)	EB	EBT	0.7 / A	4.3 / A	EBT	0.8 / A	3.5 / A
	WB	WBL	10.3 / B		WBL	7.2 / A	
	NB	NBL	54.8 / D		NBL	22.8 / C	
Phase 3 Mitigated Build (Year 2029)	EB	EBT	24.9 / C	14.4 / B	EBT	33.7 / C	15.7 / B
	WB	WBL	23.5 / C		WBL	14.9 / B	
	NB	NBL	31.1 / C		NBL	41.4 / D	
Horizon Build (Year 2045)	EB	EBT	24.3 / C	14.2 / B	EBT	33.3 / C	15.4 / B
	WB	WBL	23.4 / C		WBL	16.3 / B	
	NB	NBL	34.4 / C		NBL	39.9 / D	
Horizon Mitigated Build (Year 2045)	EB	EBT	24.6 / C	14.1 / B	EBT	34.2 / C	15.6 / B
	WB	WBL	23.2 / C		WBL	14.4 / B	
	NB	NBL	30.7 / C		NBL	42.7 / D	

Table 64 – 37th St at RTC East – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	20	800	EBT	20	800
	WB	WBL	148	340	WBL	98	340
	NB	NBL	28	680	**NBR**	**164**	**130**
Phase 2 Mitigated Build (Year 2028)	EB	EBT	20	800	EBT	20	800
	WB	WBL	142	340	WBL	108	340
	NB	NBL	23	680	**NBR**	**156**	**130**
Phase 3 Build (Year 2029)	EB	EBT	20	800	EBT	20	800
	WB	WBL	210	340	WBL	105	340
	NB	NBL	25	680	NBR	165	580
Phase 3 Mitigated Build (Year 2029)	EB	EBT	184	800	EBT	239	800
	WB	WBL	253	340	WBL	136	340
	NB	NBR	34	580	NBR	274	580
Horizon Build (Year 2045)	EB	EBT	184	800	EBT	233	800
	WB	WBL	246	340	WBL	158	340
	NB	NBL	26	680	NBR	278	580
Horizon Mitigated Build (Year 2045)	EB	EBT	185	800	EBT	236	800
	WB	WBL	250	340	WBL	136	340
	NB	NBR	28	580	NBR	274	580
XXX – 95th% queues exceed available storage XXX – 95th% through queue exceeds adjacent turn lane storage							

Proposed Mitigations – 37th St at RTC East

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No additional mitigations

Development Phase 1 and Phase 2 do not require any mitigations. The following mitigations should be made with Phase 3 to accommodate the development:

Build Mitigated (Year 2029, 2045) – Phase 3 Full Build Out

- Add a dual westbound left turn lane.

- Convert intersection to Signal Control. The northbound channelized right turn would have an additional overlap phase coordinated with the westbound left turn phase.

See **Appendix E** for the proposed intersection layout of 37th Street at RTC East.

6.14 37th St at SB US 52 Ramp

The intersection of 37th Street at the southbound US 52 Ramp is identified as intersection 14 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

The intersection has queueing and LOS concerns under Existing and No Build 2027 conditions. Under No Build 2027 conditions westbound left volumes are high with 535 vehicles in the PM peak hour using a single left turn lane. This causes queueing concerns with 95th percentile westbound left queues spilling out of available queue storage. To make the No Build 2027 scenario comply with the Rochester's Traffic Service Standards, a number of intersection improvements were necessary for the Mitigated scenario.

No Build 2027 Mitigations:

- A dual westbound left lane is necessary due to the high number of left turns and limited turn lane storage on the 37th Street bridge. Due to the limited width on the 37th Street bridge, additional space is required to install a dual westbound left lane.
- A pedestrian bridge is proposed to be added to the north side of the 37th Street bridge/interchange to free up space on the bridge.
- Utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. A dual westbound left lane is installed back-to-back to a dual eastbound left lane at the 37th Street at NB US 52 ramp intersection.
- The median and taper is adjusted such that the back-to-back dual westbound left and dual eastbound left lanes on the 37th Street bridge have a 5 to 1 taper. This would be a 110-foot taper with two 11-foot left turn lanes.
- The dual westbound left lanes would keep the same 265 feet of storage as under existing conditions.

A major infrastructure investment such as this should be considered in coordination with all agencies, including MnDOT, ROCOG, and the City.

In Phase 1 and Phase 2 build scenarios, no additional mitigations are required beyond signal timing adjustments as the intersection operates acceptably.

In Phase 3 of the development the addition of a dual southbound right lane is necessary to keep the southbound approach V/C ratios at or below 0.8, while giving the westbound left lane sufficient green time to keep 95th percentile queues within the available queue storage.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level

of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS B or better in each scenario and all turning movements operate at LOS E or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 65, 66, 67, and 68 detail the traffic operations and queueing results for 37th Street at SB US 52 Ramp through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 65 – 37th St at SB US 52 Ramp – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBT	4.4 / A	12.9 / B	EBT	16.7 / B	17.1 / B
	WB	WBT	9.0 / A		WBL	13.4 / B	
	SB	SBL	53.2 / D		SBL	52.0 / D	
No Build (Year 2027)	EB	EBT	5.1 / A	13.9 / B	EBT	14.4 / B	19.3 / B
	WB	WBT	12.7 / B		WBL	30.6 / C	
	SB	SBL	48.4 / D		SBL	53.4 / D	
Mitigated No Build (Year 2027)	EB	EBT	6.9 / A	12.2 / B	EBT	17.4 / B	16.8 / B
	WB	WBL	11.1 / B		WBL	24.6 / C	
	SB	SBL	42.8 / D		SBL	45.0 / D	
Phase 1 Build (Year 2027)	EB	EBT	6.5 / A	11.6 / B	EBT	17.3 / B	17.0 / B
	WB	WBL	10.5 / B		WBL	25.2 / C	
	SB	SBL	45.6 / D		SBL	44.8 / D	
Phase 1 Mitigated Build (Year 2027)	EB	EBT	7.2 / A	11.5 / B	EBT	17.5 / B	16.5 / B
	WB	WBL	11.1 / B		WBL	24.3 / C	
	SB	SBL	42.4 / D		SBL	45.0 / D	

Table 66 – 37th St at SB US 52 Ramp – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	20	650	EBT	108	650
	WB	WBT	134	610	WBT	231	610
	SB	SBT	190	973	SBT	268	973
No Build (Year 2027)	EB	EBT	32	650	EBT	128	650
	WB	WBT	233	610	**WBL**	**306**	**265**
	SB	SBR	220	485	SBT	289	973
Mitigated No Build (Year 2027)	EB	EBT	47	650	EBT	133	650
	WB	WBT	169	610	WBL	246	265
	SB	SBR	228	485	SBT	296	972
Phase 1 Build (Year 2027)	EB	EBT	54	650	EBT	131	650
	WB	WBT	177	610	WBL	242	265
	SB	SBR	202	485	SBT	323	972
Phase 1 Mitigated Build (Year 2027)	EB	EBT	56	650	EBT	130	650
	WB	WBT	176	610	WBL	240	265
	SB	SBR	208	485	SBT	312	972

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 67 – 37th St at SB US 52 Ramp – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	3.9 / A	8.5 / A	EBT	14.7 / B	12.0 / B
	WB	WBL	9.6 / A		WBL	19.8 / B	
	SB	SBL	**61.0 / E**		SBL	41.9 / D	
Phase 2 Mitigated Build (Year 2028)	EB	EBT	8.1 / A	14.4 / B	EBT	12.3 / B	13.0 / B
	WB	WBL	47.4 / D		WBL	23.2 / C	
	SB	SBL	**55.6 / E**		SBL	**79.5 / E**	
Phase 3 Build (Year 2029)	EB	EBT	10.2 / B	15.1 / B	EBT	11.5 / B	12.9 / B
	WB	WBL	46.1 / D		WBL	23.7 / C	
	SB	SBL	48.0 / D		SBL	**79.2 / E**	
Phase 3 Mitigated Build (Year 2029)	EB	EBT	7.4 / A	14.5 / B	EBT	13.1 / B	13.2 / B
	WB	WBL	45.3 / D		WBL	23.8 / C	
	SB	SBL	46.1 / D		SBL	**79.5 / E**	
Horizon Build (Year 2045)	EB	EBT	8.0 / A	15.1 / B	EBT	13.7 / B	11.4 / B
	WB	WBL	45.7 / D		WBL	24.9 / C	
	SB	SBL	42.2 / D		SBL	**77.8 / E**	
Horizon Mitigated Build (Year 2045)	EB	EBT	7.5 / A	14.8 / B	EBT	13.8 / B	14.3 / B
	WB	WBL	46.1 / D		WBL	24.1 / C	
	SB	SBL	46.1 / D		SBL	**77.7 / E**	

Table 68 – 37th St at SB US 52 Ramp – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	63	650	EBT	113	650
	WB	WBT	135	610	WBT	200	610
	SB	SBR	157	635	SBT	192	972
Phase 2 Mitigated Build (Year 2028)	EB	EBT	85	650	EBT	110	650
	WB	WBT	190	610	WBL	229	265
	SB	SBR	164	635	SBT	175	972
Phase 3 Build (Year 2029)	EB	EBT	99	650	EBT	111	650
	WB	WBT	226	610	WBL	225	265
	SB	SBR	186	635	SBT	174	972
Phase 3 Mitigated Build (Year 2029)	EB	EBT	93	650	EBT	114	650
	WB	WBT	238	610	WBL	223	265
	SB	SBR	185	635	SBT	169	970
Horizon Build (Year 2045)	EB	EBT	99	650	EBT	111	650
	WB	WBT	238	610	WBL	232	265
	SB	SBR	186	635	SBT	200	970
Horizon Mitigated Build (Year 2045)	EB	EBT	97	650	EBT	113	650
	WB	WBT	230	610	WBL	225	265
	SB	SBR	182	635	SBT	195	970

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 37th St at SB US 52 Ramp

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- The addition of a pedestrian bridge to the north side of the 37th Street bridge/interchange.
- Install a dual westbound left turn lane on the 37th Street bridge utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. The westbound left turn lanes would have 265 feet of storage with a 110-foot taper (5 to 1).

Development Phase 1 and Phase 2 do not require any mitigations. The following mitigations should be made with Phase 3 to accommodate the development:

Build Mitigated (Year 2029, 2045) – Phase 3 Full Build Out

- The addition of a dual southbound right turn lane. The southbound approach would be dual right turn lanes with a shared through/left lane.

See **Appendix E** for the proposed bridge reconfiguration and proposed intersection layout of 37th Street at NB US 52 Ramp.

6.15 37th St at NB US 52 Ramp

The intersection of 37th Street at the northbound US 52 Ramp is identified as intersection 15 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

Under No Build 2027 conditions, the intersection has queueing concerns on the eastbound left turning movement. In the No Build 2027 PM scenario, eastbound left volumes are 300 vehicles per hour, which is considered relatively high for a single lane left turn lane. The northbound approach sees high levels of traffic volumes with 1,360 vehicles using the approach in the PM peak hour. There is not enough capacity at the intersection to efficiently give enough green time to the eastbound approach to keep queues within the available storage. In the PM peak hour, 95th percentile eastbound left queues extend to 288 feet out of an available 165 feet of storage.

As discussed in section 8.14, changes to the 37th Street bridge are necessary under No Build 2027 conditions to comply with Rochester's Traffic Service Standards. The following mitigations were found to be necessary in the Mitigated No Build 2027 scenario:

No Build 2027 Mitigations:

- A dual eastbound left lane is necessary due to the high number of left turns and limited turn lane storage on the 37th Street bridge. Due to the limited width on the 37th Street bridge additional space is required to install a dual westbound left lane.
- A pedestrian bridge is proposed to be added to the north side of the 37th Street bridge/interchange to free up space on the bridge.
- Utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. A dual eastbound left lane is installed back-to-back to a dual westbound left lane at the 37th Street at SB US 52 ramp intersection.
- The median and taper is adjusted such that the back-to-back dual eastbound left and dual westbound left lanes on the 37th Street bridge have a 5 to 1 taper. This would be a 110-foot taper with two 11-foot left turn lanes.
- The dual eastbound left lanes would have an increase in storage due to a shorter taper. The eastbound left turn lane storage would be increased from 165 feet to 175 feet.
- An additional northbound lane is added to the west side of the northbound approach. The northbound approach's lane designation is converted from a dedicated left, shared left/through, dedicated through, and dedicated right turn lane approach to dual dedicated left lanes, dual dedicated through lane, and a dedicated right turn lane approach.

A major infrastructure investment such as this should be considered in coordination with all agencies, including MnDOT, ROCOG, and the City of Rochester.

During the Phase 1 Mitigated Build PM scenario, westbound through 95th percentile queues extend to 413 feet out of an available 405 feet of storage between the closely spaced intersections. These 95th percentile westbound queues would extend back through the west leg crosswalk but not block vehicle movements in the intersection. Simtraffic simulations show that the queues when at maximum length are rolling and clear during the westbound green light phase.

During Phase 2 of the development as 37th Street is connected to Valleyhigh drive, traffic volumes at the 37th Street interchange shift. After the shift in volumes and changes to signal timings, westbound through queueing is no longer an issue.

In the Phase 3 Mitigated Build scenario, an additional northbound right lane is added to the northbound approach to keep V/C ratios of northbound right turning movements at or below 0.8. This frees up green time for westbound through movements and westbound through queueing continues to no longer be an issue.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS C or better in each scenario and all turning movements operate at LOS D or better. 95th percentile queues do not spill out of their available storage, besides the discussed Phase 1 PM westbound 95th percentile queues, and V/C ratios are acceptable (0.8 or lower).

Tables 69, 70, 71, and 72 detail the traffic operations and queueing results for 37th Street at NB US 52 Ramp through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 69 – 37th St at NB US 52 Ramp – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	12.6 / B	16.4 / B	EBL	27.7 / C	19.7 / B
	WB	WBT	11.9 / B		WBT	14.0 / B	
	NB	NBT	33.2 / C		NBL	37.1 / D	
No Build (Year 2027)	EB	EBL	15.8 / B	19.1 / B	EBL	**55.9 / E**	27.2 / C
	WB	WBT	16.6 / B		WBT	27.0 / C	
	NB	NBL	32.6 / C		NBL	38.0 / D	
Mitigated No Build (Year 2027)	EB	EBL	17.8 / B	18.5 / B	EBL	25.7 / C	31.9 / C
	WB	WBT	13.3 / B		WBT	43.4 / D	
	NB	NBL	34.5 / C		NBL	49.2 / D	
Phase 1 Build (Year 2027)	EB	EBL	18.8 / B	18.7 / B	EBL	24.3 / C	33.1 / C
	WB	WBT	13.5 / B		WBT	43.6 / D	
	NB	NBL	35.4 / D		NBL	51.8 / D	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	18.6 / B	18.3 / B	EBL	23.3 / C	29.6 / C
	WB	WBT	13.9 / B		WBT	31.6 / C	
	NB	NBL	33.8 / C		NBL	52.7 / D	

Table 70 – 37th St at NB US 52 Ramp – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	65	610	EBL	132	165
	WB	WBT	214	405	WBT	306	405
	NB	NBT	223	1443	NBT	294	1443
No Build (Year 2027)	EB	EBT	78	610	**EBL**	**288**	**165**
	WB	WBT	233	405	WBT	354	405
	NB	NBT	226	1443	NBT	296	1443
Mitigated No Build (Year 2027)	EB	EBT	54	610	EBL	143	175
	WB	WBT	203	405	**WBT**	**457**	**405**
	NB	NBL	218	820	NBT	307	1438
Phase 1 Build (Year 2027)	EB	EBT	54	610	EBL	131	175
	WB	WBT	221	405	**WBT**	**455**	**405**
	NB	NBL	227	820	NBL	316	820
Phase 1 Mitigated Build (Year 2027)	EB	EBT	57	610	EBL	119	175
	WB	WBT	205	405	**WBT**	**413**	**405**
	NB	NBL	217	820	NBL	340	820

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 71 – 37th St at NB US 52 Ramp – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	18.9 / B	19.9 / B	EBL	23.6 / C	30.7 / C
	WB	WBT	16.5 / B		WBT	36.8 / D	
	NB	NBL	35.0 / D		NBL	50.7 / D	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	35.9 / D	20.7 / C	EBL	32.3 / C	27.9 / C
	WB	WBT	17.2 / B		WBT	25.2 / C	
	NB	NBL	35.2 / D		NBL	52.2 / D	
Phase 3 Build (Year 2029)	EB	EBL	37.4 / D	21.2 / C	EBL	31.6 / C	27.8 / C
	WB	WBT	18.0 / B		WBT	23.2 / C	
	NB	NBL	35.2 / D		NBL	50.8 / D	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	35.3 / D	20.6 / C	EBL	35.6 / D	28.1 / C
	WB	WBT	18.2 / B		WBT	28.2 / C	
	NB	NBL	34.5 / C		NBL	52.4 / D	
Horizon Build (Year 2045)	EB	EBL	36.9 / D	21.0 / C	EBL	38.5 / D	29.2 / C
	WB	WBT	17.8 / B		WBT	30.1 / C	
	NB	NBL	36.3 / D		NBL	53.6 / D	
Horizon Mitigated Build (Year 2045)	EB	EBL	33.7 / C	20.7 / C	EBL	36.8 / D	28.8 / C
	WB	WBT	18.5 / B		WBT	30.1 / C	
	NB	NBL	35.2 / D		NBL	53.0 / D	

Table 72 – 37th St at NB US 52 Ramp – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	84	610	EBL	124	175
	WB	WBT	232	405	**WBT**	**411**	**405**
	NB	NBL	225	820	NBL	284	820
Phase 2 Mitigated Build (Year 2028)	EB	EBL	93	175	EBL	138	175
	WB	WBT	217	405	WBT	353	405
	NB	NBL	220	820	NBL	287	820
Phase 3 Build (Year 2029)	EB	EBL	111	175	EBL	147	175
	WB	WBT	226	405	WBT	317	405
	NB	NBL	218	820	NBR	333	820
Phase 3 Mitigated Build (Year 2029)	EB	EBL	126	175	EBL	158	175
	WB	WBT	230	405	WBT	378	405
	NB	NBL	219	820	NBL	280	820
Horizon Build (Year 2045)	EB	EBL	124	175	EBL	173	175
	WB	WBT	232	405	WBT	402	405
	NB	NBL	227	820	NBL	293	820
Horizon Mitigated Build (Year 2045)	EB	EBL	116	175	EBL	161	175
	WB	WBT	231	405	WBT	399	405
	NB	NBL	229	820	NBL	292	820

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 37th St at NB US 52 Ramp

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- The addition of a pedestrian bridge to the north side of the 37th Street bridge/interchange.
- Install a dual eastbound left turn lane on the 37th Street bridge utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. The eastbound left turn lanes would have 265 feet of storage with a 110-foot taper (5 to 1).

- An additional northbound lane is added to the west side of the northbound approach. The northbound approach's lane designation is converted from a dedicated left, shared left/through, dedicated through, and dedicated right turn lane approach to dual dedicated left lanes, dual dedicated through lane, and a dedicated right turn lane approach.

Development Phase 1 and Phase 2 do not require any mitigations. The following mitigations should be made with Phase 3 to accommodate the development:

Build Mitigated (Year 2029, 2045) – Phase 3 Full Build Out

- The addition of a dual northbound right turn lane. The northbound approach would have dual left turn lanes, dual through lanes, and dual right turn lanes.

See **Appendix E** for the proposed bridge reconfiguration and proposed intersection layouts of 37th Street at NB US 52 Ramp.

6.16 37th St at 21st Ave/Maplewood Sq Access

The intersection of 37th Street at 21st Ave/Maplewood Sq Access is identified as intersection 16 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

Under Existing and No Build 2027 conditions, the intersection operates acceptably and within Rochester's Traffic Service Standards without any need for further mitigations.

Under Phase 1 Build conditions there are increases in eastbound and westbound traffic along 37th Street at the intersection. Under Mitigated Build conditions the signal timing was adjusted in coordination with the neighboring 37th Street interchange traffic signals. While most turning movements perform better after the signal retiming, the northbound left movement performs worse in the PM peak hour, but within Rochester's Traffic Service Standards. In the Mitigated Phase 1 Build scenario, the northbound left turn lane is extended to have 200 feet of storage with a 60-foot taper; to mitigate this issue would require pavement marking changes only.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS B in each scenario and all turning movements operate at LOS E or better. 95th percentile queues do not spill out of their available storage besides the previously discusses northbound left turn lane in Phase 2, and V/C ratios are acceptable (0.8 or lower).

Tables 73, 74, 75, and 76 detail the traffic operations and queueing results for 37th Street at 21st Avenue/Maplewood Square Access through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 73 – 37th St at 21st Ave/Maplewood Sq Access – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	7.2 / A	5.0 / A	EBL	13.2 / B	12.1 / B
	WB	WBL	7.1 / A		WBL	13.3 / B	
	NB	NBL	53.8 / D		NBL	49.8 / D	
	SB	SBL	42.1 / D		SBL	40.1 / D	
No Build (Year 2027)	EB	EBL	7.5 / A	5.2 / A	EBL	15.8 / B	12.4 / B
	WB	WBL	6.2 / A		WBL	13.9 / B	
	NB	NBL	53.4 / D		NBL	49.0 / D	
	SB	SBL	43.1 / D		SBL	37.0 / D	
Mitigated No Build (Year 2027)	EB	EBL	7.3 / A	4.8 / A	EBL	16.3 / B	14.3 / B
	WB	WBL	6.3 / A		WBL	14.9 / B	
	NB	NBL	50.1 / D		NBL	50.5 / D	
	SB	SBL	47.9 / D		SBL	47.1 / D	
Phase 1 Build (Year 2027)	EB	EBL	7.2 / A	4.9 / A	EBL	16.9 / B	15.0 / B
	WB	WBL	6.2 / A		WBL	16.6 / B	
	NB	NBT	49.5 / D		NBL	50.1 / D	
	SB	SBL	50.4 / D		SBL	44.7 / D	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	7.6 / A	5.1 / A	EBL	13.1 / B	13.5 / B
	WB	WBL	6.3 / A		WBL	13.5 / B	
	NB	NBL	53.0 / D		NBL	**64.9 / E**	
	SB	SBL	44.8 / D		SBL	31.6 / C	

Table 74 – 37th St at 21st Ave/Maplewood Sq Access – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	57	397	EBT	145	397
	WB	WBT	87	960	WBT	189	960
	NB	NBL	65	150	NBL	136	150
	SB	SBT	66	686	SBT	142	686
No Build (Year 2027)	EB	EBT	54	397	EBT	143	397
	WB	WBT	92	960	WBT	180	960
	NB	NBL	69	150	NBL	144	150
	SB	SBT	58	686	SBT	133	686
Mitigated No Build (Year 2027)	EB	EBT	54	390	EBT	129	390
	WB	WBT	106	960	WBT	265	960
	NB	NBL	65	150	NBL	136	150
	SB	SBT	52	686	SBT	154	686
Phase 1 Build (Year 2027)	EB	EBT	55	390	EBT	128	390
	WB	WBT	92	960	WBT	307	960
	NB	NBL	69	150	NBL	143	150
	SB	SBT	52	686	SBT	141	686
Phase 1 Mitigated Build (Year 2027)	EB	EBT	54	390	EBT	158	390
	WB	WBT	95	960	WBT	233	960
	NB	NBL	76	150	NBT	205	888
	SB	SBT	58	686	SBT	122	686

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 75 – 37th St at 21st Ave/Maplewood Sq Access – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	8.3 / A	6.1 / A	EBL	16.3 / B	16.1 / B
	WB	WBL	6.9 / A		WBL	13.4 / B	
	NB	NBL	48.4 / D		NBL	**71.7 / E**	
	SB	SBL	43.5 / D		SBL	34.0 / C	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	8.4 / A	5.8 / A	EBL	16.3 / B	15.0 / B
	WB	WBL	6.7 / A		WBL	14.4 / B	
	NB	NBT	46.8 / D		NBL	50.2 / D	
	SB	SBL	46.4 / D		SBL	48.2 / D	
Phase 3 Build (Year 2029)	EB	EBL	6.9 / A	5.7 / A	EBL	15.5 / B	14.8 / B
	WB	WBL	7.7 / A		WBL	14.2 / B	
	NB	NBL	45.6 / D		NBL	50.5 / D	
	SB	SBL	37.7 / D		SBL	47.7 / D	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	8.2 / A	6.0 / A	EBL	18.5 / B	15.5 / B
	WB	WBL	6.8 / A		WBL	15.2 / B	
	NB	NBL	47.6 / D		NBL	**55.5 / E**	
	SB	SBL	38.4 / D		SBL	47.5 / D	
Horizon Build (Year 2045)	EB	EBL	8.8 / A	5.8 / A	EBL	19.8 / B	15.8 / B
	WB	WBL	6.7 / A		WBL	17.0 / B	
	NB	NBL	46.1 / D		NBL	50.1 / D	
	SB	SBL	42.1 / D		SBL	45.1 / D	
Horizon Mitigated Build (Year 2045)	EB	EBL	9.4 / A	5.7 / A	EBL	21.3 / C	16.8 / B
	WB	WBL	7.4 / A		WBL	17.4 / B	
	NB	NBL	47.6 / D		NBL	**60.6 / E**	
	SB	SBL	46.2 / D		SBL	46.0 / D	

Table 76 – 37th St at 21st Ave/Maplewood Sq Access – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	68	390	EBT	211	390
	WB	WBT	111	960	WBT	212	960
	NB	NBL	94	150	NBT	280	888
	SB	SBT	56	686	SBT	140	686
Phase 2 Mitigated Build (Year 2028)	EB	EBT	66	390	EBT	215	390
	WB	WBT	111	960	WBT	235	960
	NB	NBL	85	150	NBL	151	200
	SB	SBT	50	686	SBT	140	686
Phase 3 Build (Year 2029)	EB	EBT	75	390	EBT	215	390
	WB	WBT	113	960	WBT	215	960
	NB	NBL	82	150	NBL	149	200
	SB	SBT	53	686	SBT	151	686
Phase 3 Mitigated Build (Year 2029)	EB	EBT	65	378	EBT	213	378
	WB	WBT	126	960	WBT	249	960
	NB	NBL	94	200	NBL	157	200
	SB	SBT	51	686	SBT	144	686
Horizon Build (Year 2045)	EB	EBT	70	378	EBT	230	378
	WB	WBT	121	960	WBT	249	960
	NB	NBL	91	200	NBL	166	200
	SB	SBT	49	686	SBT	140	686
Horizon Mitigated Build (Year 2045)	EB	EBT	66	378	EBT	239	378
	WB	WBT	117	960	WBT	256	960
	NB	NBL	89	200	NBL	184	200
	SB	SBT	51	686	SBT	147	686

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 37th St at 21st Ave/Maplewood Sq Access

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No additional mitigations

The following mitigations should be made with each development phase to accommodate the development:

Build Mitigated (Year 2027) – Phase 1

- Extend the northbound left turn lane to have 200 feet of storage with a 60-foot taper, this will involve pavement marking changes only.

Development Phase 2 and Phase 3 do not require additional mitigations.

See **Appendix E** for the proposed intersection layout of 37th Street at 21st Avenue/Maplewood Square Access.

6.17 Watson Ave NW at RTC South

The intersection of Watson Avenue NW at RTC South is identified as intersection 17 in **Figure 1**. This intersection operates under all-way stop control in the existing conditions and all future scenarios.

No mitigations are planned for Watson Avenue NW at RTC South in any No Build or Build scenario as the intersection operates acceptably in all future scenarios.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS A. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 77, 78, 79, and 80 detail the traffic operations and queueing results for Watson Avenue at RTC South through the Phase 1, Phase2, Phase 3, and Horizon Year scenarios. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 77 – Watson Ave NW at RTC South – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
No Build (Year 2027)	EB	EBT	5.8 / A	2.8 / A	EBT	6.3 / A	5.5 / A
	WB	WBL	5.7 / A		WBT	7.3 / A	
	NB	NBL	4.2 / A		NBL	4.8 / A	
Mitigated No Build (Year 2027)	EB	EBT	6.2 / A	2.9 / A	EBT	6.3 / A	5.7 / A
	WB	WBL	5.5 / A		WBT	7.5 / A	
	NB	NBL	4.1 / A		NBL	4.5 / A	
Phase 1 Build (Year 2027)	EB	EBT	6.1 / A	3.0 / A	EBT	6.4 / A	5.3 / A
	WB	WBL	5.7 / A		WBT	7.7 / A	
	NB	NBL	4.3 / A		NBL	4.4 / A	
Phase 1 Mitigated Build (Year 2027)	EB	EBT	6.0 / A	3.1 / A	EBT	6.4 / A	5.2 / A
	WB	WBL	5.8 / A		WBT	7.6 / A	
	NB	NBL	4.3 / A		NBL	4.2 / A	

Table 78 – Watson Ave NW at RTC South – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
No Build (Year 2027)	EB	EBT	38	983	EBT	53	983
	WB	WBT	63	1822	WBT	72	1822
	NB	NBR	61	190	NBR	37	190
Mitigated No Build (Year 2027)	EB	EBT	36	983	EBT	52	983
	WB	WBT	61	1822	WBT	74	1822
	NB	NBR	64	190	NBR	38	190
Phase 1 Build (Year 2027)	EB	EBT	38	983	EBT	50	983
	WB	WBT	65	1822	WBT	73	1822
	NB	NBR	60	190	NBR	43	190
Phase 1 Mitigated Build (Year 2027)	EB	EBT	40	983	EBT	51	983
	WB	WBT	67	1822	WBT	72	1822
	NB	NBR	62	190	NBR	43	190

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 79 – Watson Ave NW at RTC South – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	5.9 / A	2.7 / A	EBT	6.1 / A	4.9 / A
	WB	WBL	5.3 / A		WBT	6.9 / A	
	NB	NBL	4.3 / A		NBL	4.4 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBT	5.9 / A	2.8 / A	EBT	6.2 / A	4.7 / A
	WB	WBL	5.5 / A		WBT	6.4 / A	
	NB	NBL	4.3 / A		NBL	4.1 / A	
Phase 3 Build (Year 2029)	EB	EBT	6.0 / A	3.2 / A	EBT	6.3 / A	4.9 / A
	WB	WBL	5.9 / A		WBT	7.5 / A	
	NB	NBL	4.4 / A		NBL	4.1 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBT	5.7 / A	3.4 / A	EBT	6.1 / A	5.0 / A
	WB	WBL	6.3 / A		WBT	7.4 / A	
	NB	NBL	4.3 / A		NBL	4.8 / A	
Horizon Build (Year 2045)	EB	EBT	6.0 / A	3.5 / A	EBT	6.1 / A	5.2 / A
	WB	WBL	6.2 / A		WBT	7.8 / A	
	NB	NBL	4.3 / A		NBL	4.2 / A	
Horizon Mitigated Build (Year 2045)	EB	EBT	5.9 / A	3.5 / A	EBT	6.1 / A	5.2 / A
	WB	WBL	6.5 / A		WBT	7.8 / A	
	NB	NBL	4.4 / A		NBL	4.2 / A	

Table 80 – Watson Ave NW at RTC South – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	38	983	EBT	47	983
	WB	WBT	59	1822	WBT	68	1822
	NB	NBR	60	190	NBR	41	190
Phase 2 Mitigated Build (Year 2028)	EB	EBT	39	983	EBT	47	983
	WB	WBT	63	1822	WBT	66	1822
	NB	NBR	60	190	NBR	41	190
Phase 3 Build (Year 2029)	EB	EBR	36	160	EBT	49	983
	WB	WBT	71	1822	WBT	70	1822
	NB	NBR	63	190	NBR	42	190
Phase 3 Mitigated Build (Year 2029)	EB	EBT	36	983	EBT	48	983
	WB	WBT	72	1822	WBT	74	1822
	NB	NBR	67	190	NBR	51	190
Horizon Build (Year 2045)	EB	EBT	38	983	EBT	46	983
	WB	WBT	72	1822	WBT	75	1822
	NB	NBR	65	190	NBR	52	190
Horizon Mitigated Build (Year 2045)	EB	EBT	37	983	EBT	46	983
	WB	WBT	72	1822	WBT	77	1822
	NB	NBR	65	190	NBR	53	190

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – Watson Ave NW at RTC South

No mitigations are proposed for Watson Avenue NW at RTC South in any future No Build or Build scenario.

6.18 RTC East at RTC South

The intersection of RTC East at RTC South identified as intersection 18 in **Figure 1**. This intersection is a new intersection that is proposed to be constructed in Phase 2 of the development. Based on the warrant analysis performed for the proposed intersection, the intersection could operate under either all-way stop control or roundabout control; signal control is not warranted. The intersection is proposed to be a mini roundabout and HCS was used to analyze roundabout control at this intersection.

RTC East and RTC South will be realigned as needed to develop a 4-legged intersection; see previous **Figure 7**. The mini-roundabout is proposed to be constructed in Phase 2 of the development. No additional mitigations are required in any future phase.

Under the Mitigated Build scenarios (Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS A. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Table 81 and **Table 82** detail the traffic operations and queueing results for RTC East at RTC South through the Phase2, Phase 3, and Horizon Year scenarios. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 81 – RTC East at RTC South – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	3.6 / A	4.9 / A	EBT	5.8 / A	5.1 / A
	WB	WBT	3.5 / A		WBT	4.8 / A	
	NB	NBT	3.7 / A		NBT	4.8 / A	
	SB	SBT	5.6 / A		SBT	4.5 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBT	3.6 / A	4.9 / A	EBT	5.8 / A	5.1 / A
	WB	WBT	3.5 / A		WBT	4.8 / A	
	NB	NBT	3.7 / A		NBT	4.8 / A	
	SB	SBT	5.6 / A		SBT	4.5 / A	
Phase 3 Build (Year 2029)	EB	EBT	4.4 / A	5.7 / A	EBT	7.9 / A	6.8 / A
	WB	WBT	4.2 / A		WBT	6.7 / A	
	NB	NBT	4.5 / A		NBT	6.1 / A	
	SB	SBT	6.7 / A		SBT	6.0 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBT	4.4 / A	7.0 / A	EBT	7.9 / A	6.8 / A
	WB	WBT	4.2 / A		WBT	6.7 / A	
	NB	NBT	4.5 / A		NBT	6.1 / A	
	SB	SBT	6.7 / A		SBT	6.0 / A	
Horizon Build (Year 2045)	EB	EBT	4.4 / A	5.7 / A	EBT	7.9 / A	6.8 / A
	WB	WBT	4.2 / A		WBT	6.7 / A	
	NB	NBT	4.5 / A		NBT	6.1 / A	
	SB	SBT	6.7 / A		SBT	6.0 / A	
Horizon Mitigated Build (Year 2045)	EB	EBT	4.4 / A	5.7 / A	EBT	7.9 / A	6.8 / A
	WB	WBT	4.2 / A		WBT	6.7 / A	
	NB	NBT	4.5 / A		NBT	6.1 / A	
	SB	SBT	6.7 / A		SBT	6.0 / A	

Table 82 – RTC East at RTC South – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	20	1822	EBT	35	1822
	WB	WBT	20	467	WBT	20	467
	NB	NBT	20	421	NBT	20	421
	SB	SBT	40	209	SBT	25	209
Phase 2 Mitigated Build (Year 2028)	EB	EBT	20	1822	EBT	35	1822
	WB	WBT	20	467	WBT	20	467
	NB	NBT	20	421	NBT	20	421
	SB	SBT	40	209	SBT	25	209
Phase 3 Build (Year 2029)	EB	EBT	21	1822	EBT	55	1822
	WB	WBT	20	467	WBT	30	467
	NB	NBT	21	421	NBT	20	421
	SB	SBT	79	209	SBT	40	209
Phase 3 Mitigated Build (Year 2029)	EB	EBT	21	1822	EBT	55	1822
	WB	WBT	20	467	WBT	30	467
	NB	NBT	21	421	NBT	20	421
	SB	SBT	79	209	SBT	40	209
Horizon Build (Year 2045)	EB	EBT	21	1822	EBT	55	1822
	WB	WBT	20	467	WBT	30	467
	NB	NBT	21	421	NBT	20	421
	SB	SBT	79	209	SBT	40	209
Horizon Mitigated Build (Year 2045)	EB	EBT	20	1822	EBT	55	1822
	WB	WBT	20	467	WBT	30	467
	NB	NBT	20	421	NBT	20	421
	SB	SBT	55	209	SBT	40	209
XXX – 95th% queues exceed available storage XXX – 95th% through queue exceeds adjacent turn lane storage							

Proposed Mitigations – RTC East at RTC South

In Phase 2, the intersection should be constructed as a new mini-roundabout controlled intersection. No mitigations beyond the initial construction are necessary in any future phase.

6.19 Marketplace Dr at E. RTC Access

The intersection of Marketplace Dr at E. RTC Access is identified as intersection 19 in **Figure 1**. Under existing conditions, the E. RTC Access roadway is blocked off with concrete barriers approximately 180 feet west of Marketplace Drive. The existing intersection is currently only used by vehicles using the access to make a U turn on Marketplace drive. This intersection and the E. RTC Access are expected to be reopened and the intersection is expected to operate under minor-street stop control under all future scenarios.

In the No Build 2027 scenario the concrete barriers are removed and the intersection is fully open. The intersection is expected to operate acceptably in all future phases.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS C or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.9 or lower).

Tables 83, 84, 85, and 86 detail the traffic operations and queueing results for 37th Street at 21st Avenue/Maplewood Square Access through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 83 – Marketplace Dr at E. RTC Access – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	-	-	0.4 / A	EBL	8.1 / A	0.8 / A
	NB	NBT	0.5 / A		NBT	1.1 / A	
	SB	SBT	0.3 / A		SBT	0.5 / A	
No Build (Year 2027)	EB	EBL	5.1 / A	0.3 / A	EBL	6.4 / A	0.8 / A
	NB	NBT	0.4 / A		NBT	1.0 / A	
	SB	SBT	0.2 / A		SBT	0.4 / A	
Mitigated No Build (Year 2027)	EB	EBL	5.8 / A	0.4 / A	EBL	6.2 / A	0.7 / A
	NB	NBT	0.4 / A		NBT	0.9 / A	
	SB	SBT	0.2 / A		SBT	0.4 / A	
Phase 1 Build (Year 2027)	EB	EBL	5.3 / A	1.0 / A	EBL	9.7 / A	2.6 / A
	NB	NBL	1.7 / A		NBL	3.7 / A	
	SB	SBT	0.3 / A		SBT	0.8 / A	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	5.1 / A	1.0 / A	EBL	10.0 / B	2.7 / A
	NB	NBL	1.6 / A		NBL	3.8 / A	
	SB	SBT	0.3 / A		SBT	0.8 / A	

Table 84 – Marketplace Dr at E. RTC Access – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBL	-	970	EBL	20	970
	NB	NBL	-	130	NBL	-	130
	SB	SBR	-	170	SBR	-	170
No Build (Year 2027)	EB	EBL	20	940	EBL	28	940
	NB	NBL	-	130	NBL	-	130
	SB	SBR	-	170	SBR	-	170
Mitigated No Build (Year 2027)	EB	EBL	20	940	EBL	26	940
	NB	NBL	-	130	NBL	-	130
	SB	SBR	-	170	SBR	-	170
Phase 1 Build (Year 2027)	EB	EBL	29	940	EBL	54	940
	NB	NBL	21	130	NBL	50	130
	SB	SBR	20	170	SBR	20	170
Phase 1 Mitigated Build (Year 2027)	EB	EBL	30	940	EBL	54	940
	NB	NBL	20	130	NBL	50	130
	SB	SBR	-	170	SBR	20	170

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 85 – Marketplace Dr at E. RTC Access – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	5.7 / A	1.1 / A	EBL	11.3 / B	2.8 / A
	NB	NBL	1.9 / A		NBL	4.0 / A	
	SB	SBT	0.4 / A		SBT	0.9 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	5.2 / A	1.0 / A	EBL	11.2 / B	2.8 / A
	NB	NBL	1.8 / A		NBL	4.2 / A	
	SB	SBT	0.4 / A		SBT	0.9 / A	
Phase 3 Build (Year 2029)	EB	EBL	5.3 / A	1.4 / A	EBL	11.2 / B	2.8 / A
	NB	NBL	2.1 / A		NBL	4.2 / A	
	SB	SBT	0.4 / A		SBT	0.9 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	5.6 / A	5.7 / A	EBL	18.7 / C	5.0 / A
	NB	NBL	2.0 / A		NBL	5.1 / A	
	SB	SBT	0.4 / A		SBT	1.1 / A	
Horizon Build (Year 2045)	EB	EBL	5.7 / A	1.5 / A	EBL	18.9 / C	5.1 / A
	NB	NBL	2.0 / A		NBL	5.5 / A	
	SB	SBT	0.4 / A		SBT	1.2 / A	
Horizon Mitigated Build (Year 2045)	EB	EBL	6.1 / A	1.6 / A	EBL	18.8 / C	5.0 / A
	NB	NBL	2.3 / A		NBL	5.4 / A	
	SB	SBT	0.4 / A		SBT	1.2 / A	

Table 86 – Marketplace Dr at E. RTC Access – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBL	29	940	EBL	58	940
	NB	NBL	22	130	NBL	51	130
	SB	SBR	20	170	SBR	20	170
Phase 2 Mitigated Build (Year 2028)	EB	EBL	29	940	EBL	60	940
	NB	NBL	20	130	NBL	51	130
	SB	SBR	-	170	SBR	20	170
Phase 3 Build (Year 2029)	EB	EBL	36	940	EBL	56	940
	NB	NBL	29	130	NBL	52	130
	SB	SBR	20	170	SBR	20	170
Phase 3 Mitigated Build (Year 2029)	EB	EBL	39	940	EBL	115	940
	NB	NBL	30	130	NBL	63	130
	SB	SBR	20	170	SBR	20	170
Horizon Build (Year 2045)	EB	EBL	39	940	EBL	116	940
	NB	NBL	33	130	NBL	72	130
	SB	SBR	20	170	SBT	20	347
Horizon Mitigated Build (Year 2045)	EB	EBL	38	940	EBL	114	940
	NB	NBL	35	130	NBL	68	130
	SB	SBR	20	170	SBT	20	347

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – Marketplace Dr at E. RTC Access

No mitigations beyond the removal of the concrete barriers and opening of the intersection are proposed for Marketplace Drive at East RTC Access in any future No Build or Build scenario.

6.20 Watson Ave at Internal Roadway

The intersection of Watson Avenue NW at Internal Roadway is identified as intersection 20 in **Figure 1**. This intersection does not currently exist and is proposed to be constructed in Phase 2. It is proposed as a minor-street stop control intersection. The intersection is proposed to be a T-intersection with single lanes on the northbound, southbound, and westbound approaches. The westbound approach would operate under stop control.

No additional mitigations are proposed beyond the installation of the intersection in Phase 2 of the development as the intersection operates acceptably.

Under the Mitigated Build scenarios (Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS A or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.9 or lower).

Table 87 and **Table 88** detail the traffic operations and queueing results for Watson Avenue at Internal Roadway through the Phase2, Phase 3, and Horizon Year scenarios. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 87 – Watson Ave at Internal Roadway – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	WB	WBL	6.0 / A	1.5 / A	WBL	6.4 / A	1.3 / A
	NB	NBT	0.6 / A		NBT	0.8 / A	
	SB	SBT	0.1 / A		SBT	0.2 / A	
Phase 2 Mitigated Build (Year 2028)	WB	WBL	6.0 / A	1.4 / A	WBL	6.7 / A	1.3 / A
	NB	NBT	0.5 / A		NBT	0.8 / A	
	SB	SBT	0.1 / A		SBT	0.2 / A	
Phase 3 Build (Year 2029)	WB	WBL	7.5 / A	1.8 / A	WBL	6.6 / A	1.3 / A
	NB	NBT	0.9 / A		NBT	0.7 / A	
	SB	SBL	3.1 / A		SBT	0.2 / A	
Phase 3 Mitigated Build (Year 2029)	WB	WBL	7.5 / A	2.0 / A	WBL	8.5 / A	2.1 / A
	NB	NBT	1.1 / A		NBT	1.3 / A	
	SB	SBL	3.8 / A		SBL	2.5 / A	
Horizon Build (Year 2045)	WB	WBL	7.9 / A	2.1 / A	WBL	8.8 / A	2.2 / A
	NB	NBT	1.1 / A		NBT	1.3 / A	
	SB	SBL	3.5 / A		SBL	3.4 / A	
Horizon Mitigated Build (Year 2045)	WB	WBL	7.7 / A	2.0 / A	WBL	8.7 / A	2.2 / A
	NB	NBT	1.0 / A		NBT	1.2 / A	
	SB	SBL	3.6 / A		SBL	3.3 / A	

Table 88 – Watson Ave at Internal Roadway – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	WB	WBT	59	2577	WBT	58	2577
	NB	NBT	20	543	NBT	-	543
	SB	SBT	-	400	SBT	-	400
Phase 2 Mitigated Build (Year 2028)	WB	WBT	59	2577	WBT	59	2577
	NB	NBT	-	543	NBT	-	543
	SB	SBT	-	400	SBT	-	400
Phase 3 Build (Year 2029)	WB	WBT	65	2577	WBT	58	2577
	NB	NBT	20	543	NBT	-	543
	SB	SBT	20	400	SBT	-	400
Phase 3 Mitigated Build (Year 2029)	WB	WBT	64	2577	WBT	71	2577
	NB	NBT	20	543	NBT	-	543
	SB	SBT	21	400	SBT	20	400
Horizon Build (Year 2045)	WB	WBT	71	2577	WBT	76	2577
	NB	NBT	20	543	NBT	20	543
	SB	SBT	21	400	SBT	20	400
Horizon Mitigated Build (Year 2045)	WB	WBT	70	2577	WBT	74	2577
	NB	NBT	-	543	NBT	-	543
	SB	SBT	20	400	SBT	20	400
XXX – 95th% queues exceed available storage XXX – 95th% through queue exceeds adjacent turn lane storage							

Proposed Mitigations – Watson Ave at Internal Roadway

In Phase 2, the intersection should be constructed as a new minor stop controlled T-intersection. No mitigations beyond the initial construction are necessary in any future phase.

6.21 Internal Roadway EB/WB at Internal Roadway NW/SE

The intersection of Internal Roadway EB/WB at Internal Roadway NW/SE is identified as intersection 21 in **Figure 1**. This intersection does not currently exist and is proposed to be constructed in Phase 2 of the development. It is proposed as a minor-street stop-controlled intersection. The intersection is planned as a 4-legged intersection with single lanes on each approach. The eastbound and westbound approaches would operate under stop control.

No additional mitigations are proposed beyond the installation of the intersection in Phase 2 of the development as the intersection operates acceptably.

Under the Mitigated Build scenarios (Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS A. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Table 89 and **Table 90** detail the traffic operations and queueing results for Internal Roadway EB/WB at Internal Roadway NW/SE through the Phase2, Phase 3, and Horizon Year scenarios. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 89 – Internal Roadway EB/WB at Internal Roadway NW/SE – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBT	0.2 / A	1.7 / A	EBT	1.0 / A	1.3 / A
	WB	WBL	2.3 / A		WBL	2.5 / A	
	NB	NBL	5.0 / A		NBL	5.9 / A	
	SB	SBR	0.0 / A		SBR	0.0 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBT	0.4 / A	1.8 / A	EBT	0.8 / A	1.2 / A
	WB	WBL	1.9 / A		WBL	2.3 / A	
	NB	NBL	5.1 / A		NBL	5.8 / A	
	SB	SBR	0.0 / A		SBR	0.0 / A	
Phase 3 Build (Year 2029)	EB	EBL	1.9 / A	2.2 / A	EBT	0.8 / A	1.2 / A
	WB	WBL	2.0 / A		WBL	2.3 / A	
	NB	NBL	5.3 / A		NBL	5.6 / A	
	SB	SBT	6.4 / A		SBR	0.0 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	2.0 / A	2.3 / A	EBL	2.2 / A	1.7 / A
	WB	WBL	2.2 / A		WBL	2.6 / A	
	NB	NBL	5.6 / A		NBL	6.3 / A	
	SB	SBT	6.5 / A		SBT	6.6 / A	
Horizon Build (Year 2045)	EB	EBL	1.8 / A	2.3 / A	EBL	2.4 / A	1.7 / A
	WB	WBL	2.2 / A		WBL	2.6 / A	
	NB	NBL	5.5 / A		NBL	6.2 / A	
	SB	SBT	6.5 / A		SBT	7.1 / A	
Horizon Mitigated Build (Year 2045)	EB	EBL	2.2 / A	2.3 / A	EBL	2.3 / A	1.6 / A
	WB	WBL	1.9 / A		WBL	2.6 / A	
	NB	NBL	5.7 / A		NBL	6.5 / A	
	SB	SBT	6.3 / A		SBT	6.8 / A	

Table 90 – Internal Roadway EB/WB at Internal Roadway NW/SE– Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	-	558	EBT	20	558
	WB	WBT	20	781	WBT	24	781
	NB	NBT	55	2577	NBT	56	2577
	SB	SBT	-	373	SBT	-	373
Phase 2 Mitigated Build (Year 2028)	EB	EBT	-	558	EBT	-	558
	WB	WBT	20	781	WBT	21	781
	NB	NBT	57	2577	NBT	55	2577
	SB	SBT	-	373	SBT	-	373
Phase 3 Build (Year 2029)	EB	EBT	20	558	EBT	-	558
	WB	WBT	20	781	WBT	20	781
	NB	NBT	53	2577	NBT	55	2577
	SB	SBT	45	373	SBT	20	373
Phase 3 Mitigated Build (Year 2029)	EB	EBT	20	558	EBT	20	558
	WB	WBT	20	781	WBT	24	781
	NB	NBT	59	2577	NBT	61	2577
	SB	SBT	41	373	SBT	39	373
Horizon Build (Year 2045)	EB	EBT	20	558	EBT	20	558
	WB	WBT	20	781	WBT	23	781
	NB	NBT	58	2577	NBT	58	2577
	SB	SBT	44	373	SBT	41	373
Horizon Mitigated Build (Year 2045)	EB	EBT	20	558	EBT	20	558
	WB	WBT	20	781	WBT	26	781
	NB	NBT	58	2577	NBT	56	2577
	SB	SBT	44	373	SBT	39	373
XXX – 95th% queues exceed available storage XXX – 95th% through queue exceeds adjacent turn lane storage							

Proposed Mitigations – Internal Roadway EB/WB at Internal Roadway NW/SE

In Phase 2, the intersection should be constructed as a new minor stop controlled intersection. No mitigations beyond the initial construction are necessary in any future phase.

6.22 Valleyhigh Dr at Watson Ave

The intersection of Valleyhigh Drive at Watson Avenue is identified as intersection 22 in **Figure 1**. The existing intersection operates under minor-street stop-control. A warrant analysis was performed and found that the intersection meets traffic signal warrants under Phase 3 conditions. The intersection is therefore planned to be converted to a traffic signal in Phase 3 of the development.

Under Existing, No Build 2027, and Phase 1 conditions, the intersection operates acceptably and within Rochester's Traffic Service Standards without any need for further mitigations.

Under Phase 2 conditions, with just a single lane on the westbound approach, the approach operates with a V/C ratio of 0.91 in the PM peak hour. This exceeds the 0.8 V/C ratio limit required in Rochester's Traffic Service Standards. Therefore, in the Mitigated Phase 2 scenario, a dedicated westbound left turn lane with 150 feet of storage is added to the westbound approach. The westbound approach would now have a dedicated left turn lane and a dedicated right turn lane. With two lanes on the westbound approach, the approach operates with a V/C ratio of 0.64.

In the Mitigated Phase 3 scenario, the intersection is converted to a traffic signal as volumes are now high enough to meet signal warrants and the westbound approach is not adequately served by minor-street stop control, with V/C ratios of 1.32. Traffic signal control allows the intersection to stay in compliance within Rochester's Traffic Service Standards. The lane geometries and turn lane storage lengths stay the same as under Mitigated Phase 2 conditions.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS B or better in each scenario and all turning movements operate at LOS C or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 91, 92, 93, and 94 detail the traffic operations and queueing results for Valleyhigh Drive at Watson Avenue through each scenarios. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 91 – Valleyhigh Dr at Watson Ave – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	WB	WBL	8.7 / A	1.3 / A	WBL	10.4 / B	1.5 / A
	NB	NBR	0.8 / A		NBR	0.6 / A	
	SB	SBL	3.8 / A		SBL	4.0 / A	
No Build (Year 2027)	WB	WBL	11.5 / B	1.4 / A	WBL	11.6 / B	2.1 / A
	NB	NBR	1.0 / A		NBR	0.7 / A	
	SB	SBL	4.7 / A		SBL	3.6 / A	
Mitigated No Build (Year 2027)	WB	WBL	10.8 / B	1.3 / A	WBL	12.4 / B	2.3 / A
	NB	NBR	1.0 / A		NBR	0.6 / A	
	SB	SBL	4.6 / A		SBL	3.4 / A	
Phase 1 Build (Year 2027)	WB	WBL	11.7 / B	1.6 / A	WBL	13.0 / B	2.6 / A
	NB	NBR	1.0 / A		NBR	0.8 / A	
	SB	SBL	4.7 / A		SBL	3.8 / A	
Phase 1 Mitigated Build (Year 2027)	WB	WBL	11.9 / B	1.7 / A	WBL	13.4 / B	2.7 / A
	NB	NBR	1.0 / A		NBR	0.8 / A	
	SB	SBL	5.0 / A		SBL	4.2 / A	

Table 92 – Valleyhigh Dr at Watson Ave – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	WB	WBT	43	1199	WBT	59	1199
	NB	NBR	20	305	NBR	20	305
	SB	SBL	37	260	SBL	43	260
No Build (Year 2027)	WB	WBT	41	543	WBT	87	543
	NB	NBR	20	305	NBR	20	305
	SB	SBL	57	260	SBL	27	260
Mitigated No Build (Year 2027)	WB	WBT	37	543	WBT	94	543
	NB	NBT	20	977	NBT	-	977
	SB	SBL	53	260	SBL	27	260
Phase 1 Build (Year 2027)	WB	WBT	49	543	WBT	107	543
	NB	NBR	20	305	NBT	20	977
	SB	SBL	54	260	SBL	37	260
Phase 1 Mitigated Build (Year 2027)	WB	WBT	49	543	WBT	104	543
	NB	NBR	20	305	NBR	20	305
	SB	SBL	59	260	SBL	41	260

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 93 – Valleyhigh Dr at Watson Ave – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	WB	WBL	15.6 / C	2.4 / A	WBL	16.8 / C	3.3 / A
	NB	NBR	1.1 / A		NBR	0.8 / A	
	SB	SBL	5.8 / A		SBL	5.0 / A	
Phase 2 Mitigated Build (Year 2028)	WB	WBL	15.8 / C	2.3 / A	WBL	15.7 / C	2.5 / A
	NB	NBR	0.9 / A		NBR	0.7 / A	
	SB	SBL	5.8 / A		SBL	4.7 / A	
Phase 3 Build (Year 2029)	WB	WBL	20.8 / C	3.1 / A	WBL	18.6 / B	2.8 / A
	NB	NBR	1.4 / A		NBR	0.8 / A	
	SB	SBL	7.4 / A		SBL	5.0 / A	
Phase 3 Mitigated Build (Year 2029)	WB	WBL	19.1 / B	8.4 / A	WBL	17.7 / B	9.7 / A
	NB	NBT	11.8 / B		NBT	14.2 / B	
	SB	SBL	10.3 / B		SBL	12.2 / B	
Horizon Build (Year 2045)	WB	WBL	19.1 / B	9.2 / A	WBL	19.0 / B	10.7 / B
	NB	NBT	12.8 / B		NBT	15.4 / B	
	SB	SBL	11.5 / B		SBL	13.8 / B	
Horizon Mitigated Build (Year 2045)	WB	WBL	20.3 / C	9.0 / A	WBL	18.2 / B	10.1 / B
	NB	NBT	12.2 / B		NBT	14.1 / B	
	SB	SBL	11.5 / B		SBL	12.4 / B	

Table 94 – Valleyhigh Dr at Watson Ave – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	WB	WBT	76	543	WBT	129	543
	NB	NBR	20	305	NBR	20	305
	SB	SBL	69	260	SBL	58	260
Phase 2 Mitigated Build (Year 2028)	WB	WBL	57	150	WBL	78	150
	NB	NBT	20	977	NBR	20	305
	SB	SBL	74	260	SBL	53	260
Phase 3 Build (Year 2029)	WB	WBL	73	150	WBL	92	150
	NB	NBR	24	305	NBR	20	305
	SB	SBL	88	260	SBL	54	260
Phase 3 Mitigated Build (Year 2029)	WB	WBL	69	150	WBL	109	150
	NB	NBT	145	977	NBT	145	977
	SB	SBL	115	260	SBL	108	260
Horizon Build (Year 2045)	WB	WBL	71	150	WBL	119	150
	NB	NBT	171	977	NBT	174	977
	SB	SBL	119	260	SBL	108	260
Horizon Mitigated Build (Year 2045)	WB	WBL	76	150	WBL	107	150
	NB	NBT	170	977	NBT	167	977
	SB	SBL	111	260	SBT	104	1817

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – Valleyhigh Dr at Watson Ave

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No additional mitigations

Development Phase 1 does not require any mitigations. The following mitigations should be made with Phase 2 and Phase 3 to accommodate the development:

Build Mitigated (Year 2028) – Phase 2

- Add a dedicated westbound left turn lane with 150 feet of storage.

Build Mitigated (Year 2029, 2045) – Phase 3 Full Build Out

- Convert the intersection to signalized control. The lane configuration of the intersection stays the same and lanes keep the same turn lane storage lengths.

6.23 Marketplace Dr at SE Multi-Family Access

The intersection of Marketplace Drive at SE Multi-Family Access is identified as intersection 23 in **Figure 1**. This intersection does not currently exist and is proposed to be constructed in Build Phase 2. It is proposed as a minor-street stop-controlled intersection.

The intersection is constructed in Phase 2 of the development. The northbound approach includes a dedicated left turn lane and a dedicated through lane. The southbound approach includes a dedicated right turn lane and a dedicated through lane. The east approach includes a shared left/right lane.

No additional mitigations are required in any future phase as the intersection operates acceptably.

Under the Mitigated Build scenarios (Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS A in each scenario and all turning movements operate at LOS C or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Table 95 and **Table 96** detail the traffic operations and queueing results for Marketplace Drive at SE Multi-Family Access through the Phase2, Phase 3, and Horizon Year scenarios. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 95 – Marketplace Dr at SE Multi-Family Access – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	5.7 / A	1.8 / A	EBL	17.4 / C	5.1 / A
	NB	NBL	1.6 / A		NBL	4.3 / A	
	SB	SBT	0.9 / A		SBT	2.3 / A	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	6.0 / A	1.8 / A	EBL	15.9 / C	4.7 / A
	NB	NBL	1.7 / A		NBL	4.1 / A	
	SB	SBT	1.0 / A		SBT	2.3 / A	
Phase 3 Build (Year 2029)	EB	EBL	6.1 / A	1.8 / A	EBL	15.7 / C	4.7 / A
	NB	NBL	1.8 / A		NBL	3.9 / A	
	SB	SBT	1.0 / A		SBT	2.4 / A	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	6.2 / A	1.9 / A	EBL	23.1 / C	6.2 / A
	NB	NBL	1.7 / A		NBL	4.5 / A	
	SB	SBT	1.1 / A		SBT	2.3 / A	
Horizon Build (Year 2045)	EB	EBL	6.5 / A	1.9 / A	EBL	23.9 / C	6.4 / A
	NB	NBL	1.7 / A		NBL	4.5 / A	
	SB	SBT	1.1 / A		SBT	2.4 / A	
Horizon Mitigated Build (Year 2045)	EB	EBL	5.9 / A	1.8 / A	EBL	22.3 / C	6.0 / A
	NB	NBL	1.7 / A		NBL	4.6 / A	
	SB	SBT	1.1 / A		SBT	2.4 / A	

Table 96 – Marketplace Dr at SE Multi-Family Access – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	57	321	EBT	142	321
	NB	NBL	31	130	NBL	65	130
	SB	SBR	20	170	SBR	20	170
Phase 2 Mitigated Build (Year 2028)	EB	EBT	55	321	EBT	134	321
	NB	NBL	32	130	NBL	61	130
	SB	SBR	-	170	SBR	20	170
Phase 3 Build (Year 2029)	EB	EBT	57	321	EBT	136	321
	NB	NBL	36	130	NBL	63	130
	SB	SBR	20	170	SBT	20	1854
Phase 3 Mitigated Build (Year 2029)	EB	EBT	62	321	EBT	179	321
	NB	NBL	36	130	NBL	68	130
	SB	SBR	20	170	SBR	20	170
Horizon Build (Year 2045)	EB	EBT	62	321	EBT	177	321
	NB	NBL	35	130	NBL	66	130
	SB	SBR	20	170	SBR	20	170
Horizon Mitigated Build (Year 2045)	EB	EBT	60	400	EBT	162	321
	NB	NBL	32	130	NBL	73	130
	SB	SBR	20	170	SBT	20	1854

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – Marketplace Dr at SE Multi-Family Access

In Phase 2, the intersection should be constructed as a new minor stop controlled intersection. No mitigations beyond the initial construction are necessary in any future phase.

6.24 19th St at W. Frontage Rd

The intersection of 19th Street at W. Frontage is identified as intersection 24 in **Figure 1**. This intersection operates under traffic signal control in the existing conditions and all future scenarios.

Under Existing, No Build 2027, and Phase 1 conditions, the intersection operate acceptably with the exception of queueing in the Existing scenario. The existing AM 95th percentile westbound left queue extends to 118 out of 110 feet of available storage, under No Build 2027 the westbound left queue is approximately the same at 105 feet out of an available 110 feet of storage. Signal

timing adjustments keep the westbound left turning movement within available queue in the No Build 2027 Mitigated, and Phase 1 scenarios.

In the Mitigated Phase 2 scenario, a lane is added to the southbound approach as southbound left volumes are 352 vehicles in the PM peak hour, which requires a dual southbound left to bring the intersection operations within Rochester's Traffic Service Standards criteria. The lane would be added to the west side of the approach. The three lanes of the southbound approach are redesignated as a shared through/right lane and dual southbound left turn lanes. See **Appendix E** for the proposed intersection layout of 19th Street at W. Frontage Road.

No additional mitigations besides signal timing adjustments are being proposed in any future phase.

Even with the Phase 2 mitigation, queueing concerns will remain at the intersection. In the Mitigated Phase 2, Mitigated Phase 3 and Mitigated Horizon Year scenarios, eastbound left and westbound left turning movement have 95th percentile queues that extend past the available queue storage.

Eastbound left 95th percentile queues extend to between 108 and 120 out of an available 100 feet of storage in the PM Phase 2, Phase 3, and Horizon Year mitigated scenarios. The existing eastbound left turn lane is short due to the roadway width tightening to the west of the intersection. The existing taper is also short at only 40 ft. Eastbound through queues extend to 300 feet blocking access to the eastbound left turn lane. Eastbound left and through land vehicle may mix when queues are at their longest. Due to space constrains, no mitigations are planned for the eastbound left turn lane.

Westbound left 95th percentile queues extend to 133 to 144 feet out of an available 110 feet of storage in the Phase 2, Phase 3, and Horizon Year Mitigated PM scenarios. The westbound left turn lane is very limited in its ability to be extended due to the close spacing between the W frontage Road intersection and the SPUI interchange. Generally, the Westbound left lane is not seen filling up, instead westbound through queues are temporarily blocking access to the westbound left lane causing the left and through vehicles to mix. This mixture of through and left vehicles cause the westbound left queue to register as queued to a length outside the available storage. Due to the close spacing of the intersections this is unavoidable. The westbound left phase has a leading protected phase before switching to permissive mode once the eastbound through phase begins in conjunction with the westbound through phases. Westbound left and westbound through queues clear each cycle.

Westbound through queues have queueing concerns in the Mitigated Phase 2, Mitigated Phase 3 and Mitigated Horizon Year scenarios. Due to the existing geometrics of the US 52 SPUI and the closely spaced 19th Street at W. Frontage Road intersection there is only 265 feet of storage space for westbound vehicles between the intersections. In the Mitigated Phase 2, Mitigated Phase 3, and Mitigated Horizon Year PM scenarios, westbound through queues extend to between 321 and 345 feet out of an available 265 feet. Simtraffic simulations show that the westbound queues when at maximum length are rolling in coordination with the SPUI interchange signal and clear during the westbound green light phase. There does not appear to be any negative effects to the SPUI interchange operations. No run-away queues are observed that build over multiple cycles.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs with acceptable level of service and volume to capacity ratios, complying

with Rochester's Traffic Service Standards. The overall intersection performs at LOS C or better in each scenario, all turning movements operate at LOS D or better, and V/C ratios are acceptable (0.8 or lower). Besides the discussed eastbound left and westbound through queues, no other 95th percentile queues spill out of their available storage,

Tables 97, 98, 99, and 100 detail the traffic operations and queueing results for 19th Street at W. Frontage Road through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 97 – 19th St at W. Frontage Rd – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	13.1 / B	11.7 / B	EBL	19.1 / B	16.4 / B
	WB	WBL	13.2 / B		WBL	17.2 / B	
	NB	NBT	**57.9 / E**		NBT	42.9 / D	
	SB	SBL	46.4 / D		SBL	47.8 / D	
No Build (Year 2027)	EB	EBL	13.0 / B	11.7 / B	EBL	16.2 / B	16.1 / B
	WB	WBL	12.9 / B		WBL	15.6 / B	
	NB	NBT	45.2 / D		NBT	44.2 / D	
	SB	SBL	45.2 / D		SBL	44.2 / D	
Mitigated No Build (Year 2027)	EB	EBL	13.8 / B	9.6 / A	EBL	20.6 / C	14.2 / B
	WB	WBL	11.9 / B		WBL	16.6 / B	
	NB	NBT	48.1 / D		NBT	45.2 / D	
	SB	SBL	44.2 / D		SBL	37.8 / D	
Phase 1 Build (Year 2027)	EB	EBL	15.1 / B	9.7 / A	EBL	20.6 / C	15.8 / B
	WB	WBL	11.4 / B		WBL	16.6 / B	
	NB	NBT	53.7 / D		NBT	41.6 / D	
	SB	SBL	45.6 / D		SBL	44.1 / D	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	16.4 / B	9.8 / A	EBL	21.3 / C	16.0 / B
	WB	WBL	11.6 / B		WBL	17.1 / B	
	NB	NBT	48.3 / D		NBT	43.2 / D	
	SB	SBL	42.8 / D		SBL	45.1 / D	

Table 98 – 19th St at W. Frontage Rd – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	146	1122	EBT	239	1122
	WB	**WBL[1]**	**118**	**110**	WBT	248	265
	NB	NBR	77	445	NBR	113	445
	SB	SBL	113	250	SBL	186	250
No Build (Year 2027)	EB	EBT	159	1122	EBT	233	1122
	WB	WBT	201	265	WBT	236	265
	NB	NBR	59	445	NBR	105	445
	SB	SBL	114	250	SBL	177	250
Mitigated No Build (Year 2027)	EB	EBT	134	1122	EBT	226	1122
	WB	WBT	97	265	WBT	136	265
	NB	NBR	55	445	NBR	109	445
	SB	SBL	119	250	SBL	181	250
Phase 1 Build (Year 2027)	EB	EBT	133	1122	EBT	240	1122
	WB	WBT	109	265	WBT	161	265
	NB	NBR	55	445	NBR	118	445
	SB	SBL	124	250	SBL	239	250
Phase 1 Mitigated Build (Year 2027)	EB	EBT	124	1122	EBT	229	1122
	WB	WBT	120	265	WBT	165	265
	NB	NBR	57	445	NBR	109	445
	SB	SBL	123	250	SBL	238	250

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] Through lane queues extend past turn lane storage in addition to turn lane queues extending past available storage.

Table 99 – 19th St at W. Frontage Rd – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	16.2 / B	13.1 / B	EBL	24.6 / C	22.8 / C
	WB	WBL	12.0 / B		WBL	17.6 / B	
	NB	NBT	53.7 / D		NBT	42.2 / D	
	SB	SBL	**64.9 / E**		SBL	**80.1 / F**	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	16.2 / B	14.0 / B	EBL	24.5 / C	22.2 / C
	WB	WBL	14.2 / B		WBL	20.2 / C	
	NB	NBL	48.4 / D		NBL	48.4 / D	
	SB	SBL	46.3 / D		SBL	42.7 / D	
Phase 3 Build (Year 2029)	EB	EBL	16.9 / B	15.1 / B	EBL	22.9 / C	21.1 / C
	WB	WBL	14.1 / B		WBL	19.3 / B	
	NB	NBL	**56.2 / E**		NBL	48.0 / D	
	SB	SBL	51.9 / D		SBL	41.5 / D	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	16.8 / B	15.4 / B	EBL	23.7 / C	22.5 / C
	WB	WBL	13.8 / B		WBL	20.1 / C	
	NB	NBT	52.6 / D		NBL	46.3 / D	
	SB	SBL	54.0 / D		SBL	43.8 / D	
Horizon Build (Year 2045)	EB	EBL	18.1 / B	15.0 / B	EBL	26.6 / C	23.7 / C
	WB	WBL	14.3 / B		WBL	20.0 / C	
	NB	NBL	53.4 / D		NBL	48.6 / D	
	SB	SBL	50.6 / D		SBL	46.5 / D	
Horizon Mitigated Build (Year 2045)	EB	EBL	17.6 / B	15.3 / B	EBL	26.7 / C	24.4 / C
	WB	WBL	14.4 / B		WBL	21.8 / C	
	NB	NBT	54.6 / D		NBL	47.3 / D	
	SB	SBL	50.0 / D		SBL	48.5 / D	

Table 100 – 19th St at W. Frontage Rd – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	147	1122	EBT	250	1122
	WB	WBT	131	265	WBT	213	265
	NB	NBR	59	445	NBR	124	445
	SB	SBL	237	250	**SBL**	**398**	**250**
Phase 2 Mitigated Build (Year 2028)	EB	EBT	154	1116	**EBL[1]**	**110**	**100**
	WB	**WBL[1]**	**118**	**110**	**WBT**	**321**	**265**
	NB	NBR	59	445	NBR	137	445
	SB	SBL	167	280	SBL	225	280
Phase 3 Build (Year 2029)	EB	EBT	166	1116	EBT	278	1116
	WB	WBT	214	265	**WBT**	**298**	**265**
	NB	NBR	59	445	NBR	132	445
	SB	SBL	202	280	SBL	217	280
Phase 3 Mitigated Build (Year 2029)	EB	EBT	166	1116	**EBL[1]**	**108**	**100**
	WB	WBT	220	265	**WBT**	**324**	**265**
	NB	NBR	55	445	NBR	134	445
	SB	SBL	218	280	SBL	235	280
Horizon Build (Year 2045)	EB	EBT	172	1116	**EBL[1]**	**121**	**100**
	WB	WBT	225	265	**WBT[1]**	**334**	**265**
	NB	NBR	59	445	NBR	146	445
	SB	SBL	195	280	SBL	254	280
Horizon Mitigated Build (Year 2045)	EB	EBT	176	1116	**EBL[1]**	**120**	**100**
	WB	WBT	230	265	**WBT[1]**	**345**	**265**
	NB	NBR	62	445	NBR	144	445
	SB	SBL	196	280	SBL	272	280

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage
[1] Through lane 95th percentile queues extend past available storage in addition to turn lane 95th percentile queues extending past available storage

Proposed Mitigations – 19th St at W. Frontage Rd

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No additional mitigations

Development Phase 1 does not require any mitigations. The following mitigation should be made with Phase 2 to accommodate the development:

Build Mitigated (Year 2028) – Phase 2

- Reconfigure the southbound approach with an added lane. The existing through-right lane will be converted to a dual left turn lane and a new through-right lane will be added to the intersection with 300 feet of storage and a 50-foot taper.

Development Phase 3 does not require additional mitigations.

See **Appendix E** for the proposed intersection layout of 19th Street at W. Frontage Road.

6.25 19th St at US 52 Interchange (SPUI)

The intersection of 19th Street at the US 52 Single Point Urban Interchange (SPUI) is identified as intersection 25 in **Figure 1**. This intersection operates under traffic signal control in all scenarios.

Under Existing, No Build 2027, and Phase 1 conditions, the intersection operates acceptably and within Rochester's Traffic Service Standards without any need for further mitigations.

Under Phase 2 conditions, the northbound left turning movement is 492 vehicles in the AM and 528 vehicles in the PM peak hour, both are considered high for a single left turn lane. With a single northbound left turn lane, V/C ratios are above 0.8 in both peak hours. In the Mitigated Build Phase 2 scenario, a dual northbound left turn lane is added to the intersection. To provide enough width for two northbound left turn lanes, adjustments to the curbs of the triangular island that separates the northbound left and northbound right turning movements are proposed. On the northbound ramp, approaching the intersection the existing 2 lanes would both be designated as left turn lanes and a new right turn lane is added with 340 feet of storage and a 180-foot taper. See **Appendix E** for the proposed intersection layout of 19th Street at US 52 Interchange (SPUI).

No other mitigations are required in any future phases of the development.

Under the Mitigated Build scenarios (Phase 1, Phase 2, Phase 3, and Horizon Year), the intersection performs acceptably, complying with Rochester's Traffic Service Standards for level of service, queueing, and volume to capacity ratios. The overall intersection performs at LOS C in each scenario and all turning movements operate at LOS D or better. 95th percentile queues do not spill out of their available storage, and V/C ratios are acceptable (0.8 or lower).

Tables 101, 102, 103, and 104 detail the traffic operations and queueing results for 19th Street at US 52 Interchange (SPUI) through each scenario. Full MOE tables with delays, level of service and queuing information for each turning movement are available in **Appendix B.**

Table 101 – 19th St at US 52 Interchange (SPUI) – Existing and Year 2027 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Existing (Year 2024)	EB	EBL	47.0 / D	30.4 / C	EBL	48.0 / D	31.4 / C
	WB	WBL	36.4 / D		WBL	36.8 / D	
	NB	NBL	34.0 / C		NBL	38.7 / D	
	SB	SBL	32.9 / C		SBL	30.2 / C	
No Build (Year 2027)	EB	EBL	47.2 / D	30.5 / C	EBL	46.4 / D	31.0 / C
	WB	WBL	36.6 / D		WBL	37.7 / D	
	NB	NBL	34.9 / C		NBL	37.9 / D	
	SB	SBL	33.1 / C		SBL	30.3 / C	
Mitigated No Build (Year 2027)	EB	EBL	42.7 / D	30.7 / C	EBL	40.7 / D	31.3 / C
	WB	WBL	38.0 / D		WBL	45.1 / D	
	NB	NBL	34.3 / C		NBL	37.4 / D	
	SB	SBL	34.1 / C		SBL	30.8 / C	
Phase 1 Build (Year 2027)	EB	EBL	45.1 / D	30.5 / C	EBL	41.8 / D	31.7 / C
	WB	WBL	38.0 / D		WBL	43.6 / D	
	NB	NBL	33.8 / C		NBL	38.1 / D	
	SB	SBL	32.6 / C		SBL	29.8 / C	
Phase 1 Mitigated Build (Year 2027)	EB	EBL	44.4 / D	30.8 / C	EBL	42.0 / D	31.8 / C
	WB	WBL	38.6 / D		WBL	43.4 / D	
	NB	NBL	34.2 / C		NBL	37.4 / D	
	SB	SBL	34.3 / C		SBL	29.5 / C	

Table 102 – 19th St at US 52 Interchange (SPUI) – Existing and Year 2027 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Existing (Year 2024)	EB	EBT	162	284	EBT	190	284
	WB	WBL	232	555	WBL	230	555
	NB	NBL	316	860	NBL	334	860
	SB	SBL	315	865	SBL	176	865
No Build (Year 2027)	EB	EBT	145	284	EBT	197	284
	WB	WBL	231	555	WBL	221	555
	NB	NBL	332	860	NBL	312	860
	SB	SBL	314	865	SBL	179	865
Mitigated No Build (Year 2027)	EB	EBT	149	284	EBL	151	175
	WB	WBL	236	555	WBL	243	555
	NB	NBL	312	860	NBL	317	860
	SB	SBL	314	865	SBL	181	865
Phase 1 Build (Year 2027)	EB	EBT	148	284	EBT	182	284
	WB	WBL	234	555	WBL	226	555
	NB	NBL	327	860	NBL	337	860
	SB	SBL	304	865	SBL	182	865
Phase 1 Mitigated Build (Year 2027)	EB	EBT	145	284	EBT	169	284
	WB	WBL	237	555	WBL	231	555
	NB	NBL	332	860	NBL	336	860
	SB	SBL	307	865	SBL	182	865

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Table 103 – 19th St at US 52 Interchange (SPUI) – Year 2028, 2029, and 2045 Traffic Operations

Scenario	Approach	AM PEAK HOUR			PM PEAK HOUR		
		Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)	Highest Delay Turning Movement	Turning Movement Delay (sec/LOS)	Intersection (sec/LOS)
Phase 2 Build (Year 2028)	EB	EBL	46.6 / D	31.0 / C	EBL	44.5 / D	33.2 / C
	WB	WBL	38.8 / D		WBL	44.8 / D	
	NB	NBL	33.7 / C		NBL	35.6 / D	
	SB	SBL	32.1 / C		SBL	26.6 / C	
Phase 2 Mitigated Build (Year 2028)	EB	EBL	44.0 / D	30.4 / C	EBL	42.2 / D	31.9 / C
	WB	WBL	40.1 / D		WBL	44.4 / D	
	NB	NBL	31.6 / C		NBL	38.2 / D	
	SB	SBL	35.8 / D		SBL	31.0 / C	
Phase 3 Build (Year 2029)	EB	EBL	44.7 / D	30.9 / C	EBL	42.7 / D	32.0 / C
	WB	WBL	40.5 / D		WBL	44.0 / D	
	NB	NBL	32.4 / C		NBL	38.6 / D	
	SB	SBL	34.9 / C		SBL	33.6 / C	
Phase 3 Mitigated Build (Year 2029)	EB	EBL	45.1 / D	30.6 / C	EBL	42.7 / D	33.4 / C
	WB	WBL	39.7 / D		WBL	45.2 / D	
	NB	NBL	31.5 / C		NBL	41.5 / D	
	SB	SBL	35.4 / D		SBL	32.3 / C	
Horizon Build (Year 2045)	EB	EBL	44.9 / D	30.9 / C	EBL	43.0 / D	33.7 / C
	WB	WBL	41.0 / D		WBL	44.8 / D	
	NB	NBL	30.8 / C		NBL	41.0 / D	
	SB	SBL	34.6 / C		SBL	32.6 / C	
Horizon Mitigated Build (Year 2045)	EB	EBL	45.6 / D	31.0 / C	EBL	42.0 / D	33.1 / C
	WB	WBL	40.1 / D		WBL	43.4 / D	
	NB	NBL	31.5 / C		NBL	41.1 / D	
	SB	SBL	35.6 / D		SBL	32.5 / C	

Table 104 – 19th St at US 52 Interchange (SPUI) – Year 2028, 2029, and 2045 Queueing

Scenario	Approach	Longest Approach Queue					
		AM PEAK HOUR			PM PEAK HOUR		
		Lane	95th% Queue (ft)	Available Storage (ft)	Lane	95th% Queue (ft)	Available Storage (ft)
Phase 2 Build (Year 2028)	EB	EBT	170	284	EBT	189	284
	WB	WBL	230	555	WBL	230	555
	NB	NBL	333	620	NBL	375	620
	SB	SBL	304	865	SBL	174	865
Phase 2 Mitigated Build (Year 2028)	EB	EBT	146	276	EBT	191	276
	WB	WBL	233	555	WBL	236	555
	NB	NBL	245	620	NBL	289	620
	SB	SBL	323	865	SBL	178	865
Phase 3 Build (Year 2029)	EB	EBT	150	276	EBT	186	276
	WB	WBL	265	555	WBL	225	555
	NB	NBL	270	620	NBL	291	620
	SB	SBL	318	865	SBL	203	865
Phase 3 Mitigated Build (Year 2029)	EB	EBT	165	276	EBT	186	276
	WB	WBL	241	555	WBL	235	555
	NB	NBL	258	745	NBL	326	745
	SB	SBL	314	865	SBL	195	865
Horizon Build (Year 2045)	EB	EBT	147	276	EBT	206	276
	WB	WBL	244	555	WBL	241	555
	NB	NBL	261	745	NBL	317	745
	SB	SBL	327	865	SBL	196	865
Horizon Mitigated Build (Year 2045)	EB	EBT	154	276	EBT	205	276
	WB	WBL	237	555	WBL	231	555
	NB	NBL	261	745	NBL	327	745
	SB	SBL	324	865	SBL	196	865

XXX – 95th% queues exceed available storage
XXX – 95th% through queue exceeds adjacent turn lane storage

Proposed Mitigations – 19th St at US 52 Interchange (SPUI)

The following mitigations should be made regardless of any development of the Rochester Tech Campus:

No Build Mitigated (Year 2027)

- No additional mitigations

Development Phase 1 does not require any mitigations. The following mitigations should be made with Phase 2 to accommodate the development:

Build Mitigated (Year 2028) – Phase 2

- Add a dual northbound left lane. The existing northbound right lane in the ramp area will be converted to a second northbound left lane. A new northbound right lane will be added with 340 feet of storage and a 160-foot taper.

Development Phase 3 does not require any additional mitigations.

See **Appendix E** for the proposed intersection layout of 19th Street at US 52 Interchange (SPUI).

7 Findings and Recommendations

7.1 City of Rochester Traffic Service Standards

The City of Rochester as part of their Public Works' *Engineering Standards For Public Works in Conjunction with the Development of Subdivisions, Commercial & Industrial Property,* defines eight traffic service standards that are used to define the findings of a traffic impact study. The following is a review of those eight standards as they pertain to this traffic impact study.

7.1.1 Capacity

"A volume to capacity (V/C) ratio of 0.80 shall not be consistently exceeded on any freeway or expressway as designated on the Comprehensive Plan and a V/C ratio of 0.90 shall not be consistently exceeded on any arterial or collector street as designated on the Comprehensive Plan. Consistently means that the V/C ratios are exceeded based on average daily peak hour traffic counts, projections or estimates."

No intersection turning movement in any Mitigated Build scenario exceeds the 0.8 or 0.9 V/C ratio thresholds with the proposed intersection mitigations.

41st Street, 37th Street, W. Circle Drive, Valleyhigh Drive, and 19th Street were considered to be in the Freeway/Expressway category of the Capacity Traffic Service Standard, and all turning movements at intersections with these roadways were kept to 0.8 or lower. Turning movements of intersections of local roadways such as the development internal roadways and Marketplace Drive were kept to V/C ratios of 0.9 or lower.

Submitted with this report are synchro files for each of the 11 traffic forecast scenarios. V/C ratios for each turning movement are calculated in each model. The V/C ratios of each turning movement are displayed on the map view utilizing the Ln/Mvt dropdown menu of the Display Results section of the Home tab. V/C ratios are also displayed in the Timing Settings tab.

7.1.2 Level of Service

"For corridors including mainline, merging areas and ramp junctions, a Level of Service C shall be maintained on any expressway, freeway, or arterial and a Level of Service D on any other designated non-local street on the Comprehensive Plan. At all intersections, a Level of Service C shall be maintained on any arterial or higher order street and a Level of Service D on any other non-residential street. Individual movements within any intersection shall be maintained at or above a Level of Service E. Where the existing Level of Service is below these standards, a traffic impact study shall identify those improvements needed to maintain the existing level of service, and what additional improvements would be needed to raise the level of service to the standards indicated."

Under Mitigated Build conditions in Phase 1, Phase 2, Phase 3, and the Horizon Year scenarios, all study intersections operate at Level of Service C or better. Each individual turning movement operates at LOS E or better. The Mitigated Build scenarios comply with the Level of Service Traffic Service Standard with the proposed intersection mitigations.

7.1.3 Number of Access Points

"The number of access points provided shall be the minimum needed to provide adequate access capacity for the site. Evidence of Level of Service F operations for individual public street

movements at access locations is a primary indication of the need for additional access points. However, the spacing and geometric design of all access points shall be consistent with the access management criteria of the Unified Development Code Section 60.400.040."

37th Street will see an overall reduction in access with many existing RTC parking lot access points removed entirely. A median will be constructed on 37th Street between Valleyhigh Drive and the RTC East. Between these two intersections, four access points are expected to be limited to right-in right-out only intersections, and two access points to the existing RTC parking lots will remain full access.

Aside from the 37th Street access points, two additional access points for the development will be provided:

- Marketplace Drive is proposed to have two access points, one existing and one new access. These two access points are spaced approximately 1,880 feet apart.
- 41st Street will have one new access point in the northwest area of the development.

7.1.4 Residential Street Impact

"Average Daily Traffic (ADT) on residential streets shall be within the ranges spelled out in the Comprehensive Plan for the class of street involved. No non-residential development shall increase the traffic on a residential street with at least 300 average daily trips by more than 25%, and shall contribute no more than 20% of the traffic on any street segment providing residential access."

There are no existing residential streets within the project area. Vehicles entering or exiting the development area are served by collector or minor arterial roadways. There are no residential streets that will see an increase in traffic due to the proposed development.

7.1.5 Traffic Flow and Progression

"The location of new traffic signals or proposed changes to cycle lengths or timing patterns of existing signals to meet Level of Service standards shall not interfere with the goal of achieving adequate traffic progression on major public streets in the vicinity of the development."

Proposed changes to traffic signal cycle lengths and/or timing patterns to meet Level of Service standards will not interfere with the goal of achieving adequate traffic progression on major public streets in the vicinity of the proposed Rochester Technology Campus development.

7.1.6 Vehicle Storage

"The capacity of storage bays and auxiliary lanes for turning traffic shall be adequate to store 95th percentile queues and ensure turning traffic will not interfere with through traffic flows on any public street."

Storage bays were extended to meet 95th percentile queues in the Mitigated Build scenarios when there was adequate space available to extend the lanes. Additionally, dual left turn lanes were added at locations with high left turning volumes with space for dual left lanes. However, there were a number of turn lanes where storage was deficient where there is no room to extend the turn lane storage. The following lists all lanes with queueing issues with a short summary of

the justification for the queueing concern, see the traffic operations section for each intersection for a full discussion related to the queueing at these movements:

- 41st Street at W Frontage Road/Marketplace Drive
  - Eastbound right, southbound left, southbound through/right
    - Queueing issues stay approximately the same as under existing scenario, no room for turn lane extensions
- 41st Street at NB US 52 Ramp/E. Frontage Road
  - Westbound though
    - Through queue extends just past available space between intersection in 2045 scenario, low concern
- Marketplace Drive at SE Target Access
  - Eastbound right
    - Pocket turn lane queuing issues are of low concern
- Marketplace Drive at Slip Ramp from 37th Street
  - Westbound left
    - Pocket turn lane queuing issues are of low concern
- 37th Street at RTC East
  - Northbound right
    - Mitigated in Phase 3 with installation of traffic signal control
- 37th Street at NB US 52 Ramp
  - Westbound through
    - Mitigated in Phase 2
- 19th Street at W. Frontage Road
  - Eastbound left, westbound left, westbound through
    - Limited space makes turn lane extension difficult
    - Queues clear and cause minimal intersection inefficiencies

The overall impact and inefficiencies caused by these queueing concerns is minimal. There are no run-away queues that build over multiple cycles. The limited space between some intersections makes these turn lanes impractical to extend.

7.1.7 Internal Circulation

"On-site vehicle circulation and parking patterns shall be designed so as not to interfere with the flow of traffic on any public street and shall accommodate all anticipated types of site traffic."

There are no on-site vehicle circulation or parking patterns that will interfere with public streets for this development.

7.1.8 Safety

"Access points shall be designed to provide for adequate sight distance and appropriate facilities to accommodate acceleration and deceleration of site traffic. Where traffic from the proposed development will impact any location with an incidence of high crash frequency, defined as one of the 5 to 10 highest crash locations in the area, the crash history should be evaluated and a

determination made that the proposed site access or additional site traffic will not further aggravate the situation. It is understood that the correction of an existing off-site safety deficiency is not typically the responsibility of the developer."

The crash analysis (see Section 2.4) indicated that there is not currently a sustained crash problem at any of the study intersections.

7.2 General Roadway Improvement Recommendations

During Phase 2 of the development, 37th Street would be connected with Valleyhigh Drive NW on the west side of the development. Valleyhigh Drive at 37th Street will be constructed as a three-way roundabout intersection with north, west, and south legs.

Based on the ROCOG TDM, 37th Street is estimated to have a 2045 ADT of 8,500 vehicles per day (vpd) between Valleyhigh Drive and RTC West. The roadway is proposed as a two-lane roadway with a center median. Development access points onto 37th Street in this section will operate under right-in right-out control.

Based on the ROCOG TDM, 37th Street between RTC West and RTC East is estimated to have an ADT of approximately 15,000 vpd. The roadway is proposed as a four-lane roadway with a center median. Access in this section of roadway will be reduced, with one full access entrance to the RTC campus and any remaining access points limited to right-in right-out intersections.

Internal development roadways and intersections will be constructed including a mini-roundabout at intersection 18, RTC East at RTC South.

7.3 Intersection Improvement Recommendations

Figures 13A and 13B document the proposed lane geometry for the full build out of the development. **Figure 14** is a matrix detailing the development phase under which each mitigation would occur.

7.3.1 No Build Intersection and Interchange improvements:

Under Mitigated No Build 2027 conditions the following improvements were found to be required to stay in compliance with Rochester's Traffic Service Standards. There are improvements that should be installed whether or not the development is built.

- W. Circle Drive at 41st Street
  - Install a dual westbound left turn lane
- 41st Street at SB US 52 Ramp
  - The westbound left lane would be restriped to have 220 feet of storage with a 60-foot (5 to 1) taper.
  - A southbound left lane would be added. The southbound approach lane designation would be a left turn lane, a through lane, and a right turn lane.
  - The eastbound right lane would be converted to a channelized right turn with a yield sign.

- 41st Street at NB US 52 Ramp
  - The eastbound left lane would be restriped with 250 feet of storage and a 60-foot taper (5 to 1).
- 41st Street at E. Frontage Road/Maplewood Sq Access
  - The Northbound approach lanes would be extended to 225 feet of storage. This would involve closing access to the first two parking rows of the Maplewood Square parking lot on the east side of the northbound approach. A concrete divider would be installed to block the existing parking lot row access points resulting in a loss of approximately 16 parking spaces.
- 37th Street at SB US 52 Ramp
  - Construct a pedestrian bridge to the north side of the 37th Street bridge/interchange to allow for additional roadway width on the bridge.
  - Install a dual westbound left turn lane on the 37th Street bridge utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. The westbound left turn lanes would have 265 feet of storage with a 110-foot taper (5 to 1).
- 37th Street at NB US 52 Ramp
  - Install a dual eastbound left turn lane on the 37th Street bridge utilizing the space currently occupied by the sidewalk on the north side of the bridge combined with lane width reductions of all lanes on the bridge to 11 feet. The eastbound left turn lanes would have 265 feet of storage with a 110-foot taper (5 to 1).
  - An additional northbound lane is added to the west side of the northbound approach. The northbound approach's lane designation is converted from a dedicated left, shared left/through, dedicated through, and dedicated right turn lane approach to dual dedicated left lanes, dual dedicated through lane, and a dedicated right turn lane approach.

7.3.2 Build Mitigation Intersection Improvements:

Under the Mitigated Build scenarios, the following intersection improvements were found to be required to keep the traffic network operating within the traffic service standards.

- 41st Street at 31st Avenue NW/RTC West
  - Extend striping for the southbound left turn lane from 100 feet to 150 feet.
- 41st Street at SB US 52 Ramp
  - A second through lane would be added to the southbound approach. The southbound approach would be a left turn lane, two through lanes, and a right turn lane.
- W. Circle Drive at Valleyhigh Road
  - Add a dual southbound left turn lane.
  - Add a dual westbound left turn lane.
- 37th Street at RTC West

  - The lane designation of the southbound approach would be changed to have a dedicated left turn lane with a shared though-right lane.
  - The westbound channelized right turn lane would be converted to a regular right turn lane.

- 37th Street at RTC East
  - Intersection converted to traffic signal control.
  - Add a dual westbound left turn lane.

- 37th Street at SB US 52 Ramp
  - The addition of a dual southbound right turn lane. The southbound approach would be dual right turn lanes with a shared through/left lane.

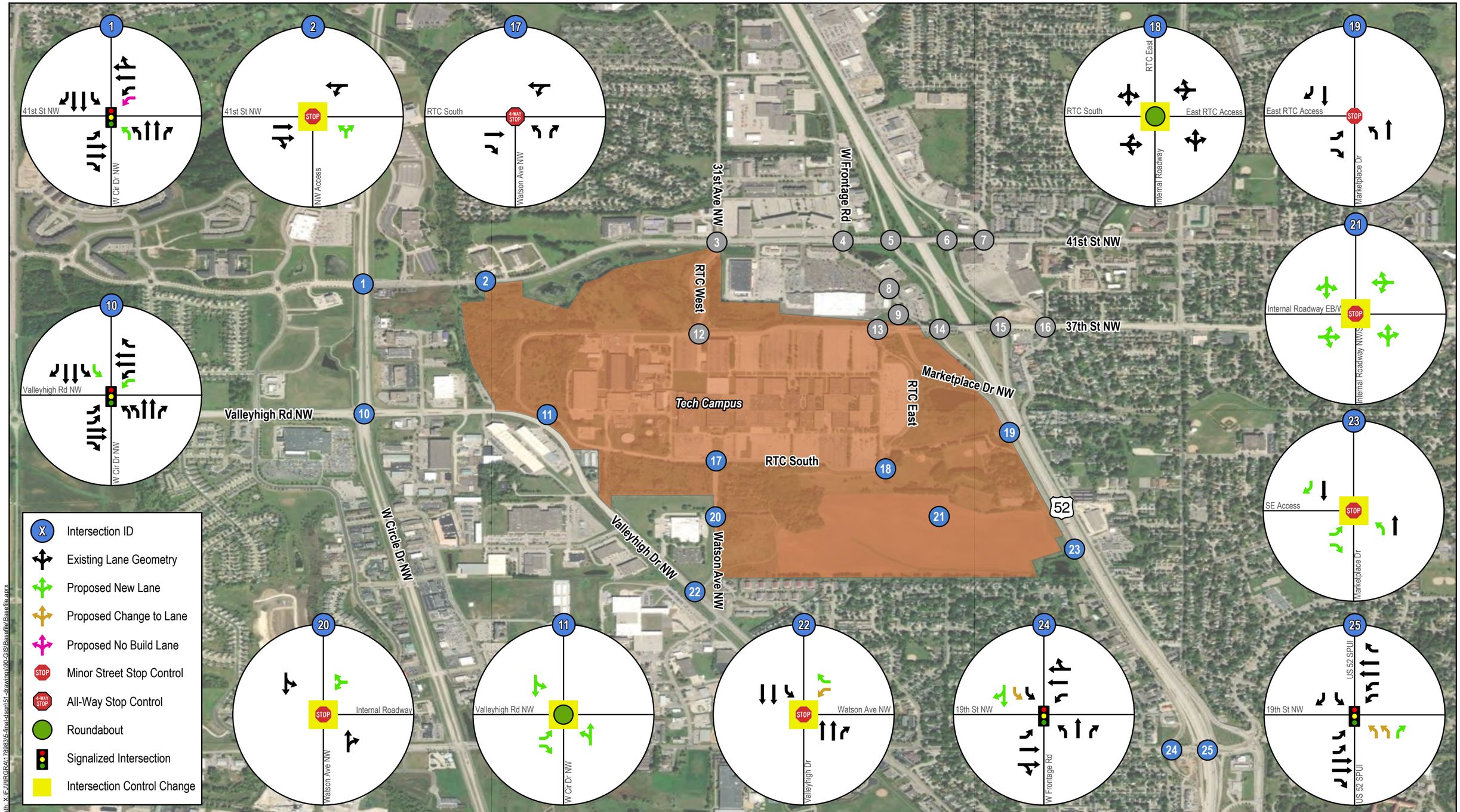
- 37th Street at NB US 52 Ramp
  - The addition of a dual northbound right turn lane. The northbound approach would have dual left turn lanes, dual through lanes, and dual right turn lanes.

- 37th Street at 21st Avenue/Maplewood Sq Access
  - Extend the northbound left turn lane to have 200 feet of storage with a 60-foot taper, this will involve pavement marking changes only.

- Valleyhigh Drive at Watson Avenue
  - Add a dedicated westbound left turn lane with 150 feet of storage.
  - Convert the intersection to signalized control.

- 19th Street at W. Frontage Road
  - Reconfigure the southbound approach with an added lane. The existing through-right lane will be converted to a dual left turn lane. A new through-right lane will be added to the intersection with 300 feet of storage and a 50-foot taper.

- 19th Street at US 52 Interchange (SPUI)
  - Add a dual northbound left lane. The existing northbound right lane in the ramp area will be converted to a second northbound left lane. A new northbound right lane will be added with 340 feet of storage and a 160-foot taper.



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Project: IRGRA 178983
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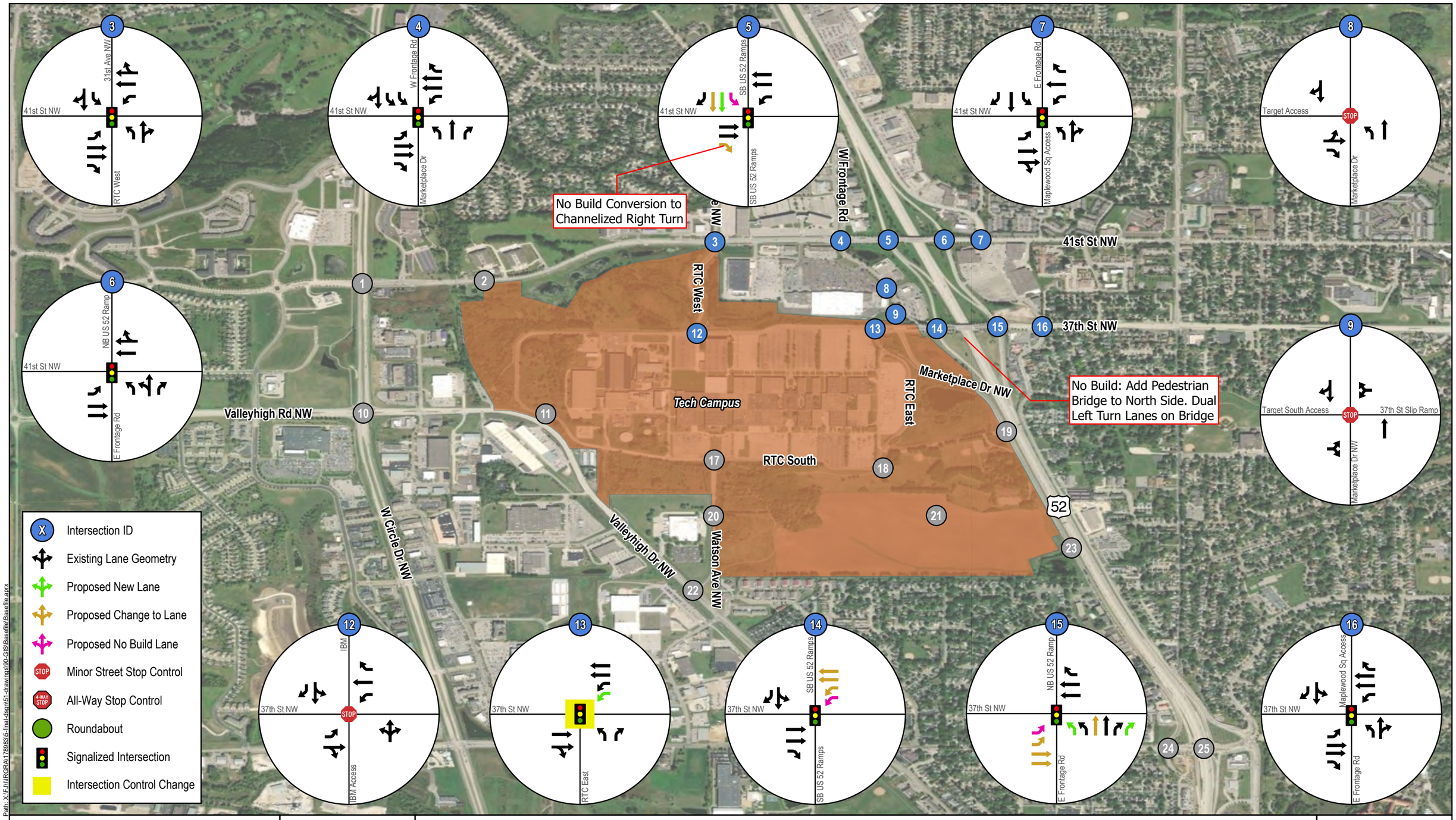
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Proposed Lane Geometry

Rochester Tech Campus
Rochester, MN

Figure
13 A

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.



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Project: IRGRA 178983
Print Date: 5/5/2025

User Name: ljohnson
Projection: Olmsted Co Coord
Source:

Proposed Lane Geometry

Rochester Tech Campus
Rochester, MN

Figure 13 B

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Rochester Technology Campus Improvement Matrix

		No Build	Phase 1	Phase 2	Phase 3	Notes
INT #	**Intersection**	**No Build 2027 Mitigations**	**Build 2027 Mitigations**	**Build 2028 Mitigations**	**Build 2029 Mitigations**	
1	W Circle Dr at 41st St (Signal)	Add Dual WBL Lane			Add Dual NBL Lane	
2	41st St at NW MF Access	N/A, Does not exist	Construct Minor Street Stop Intersection			
3	41st St at 31st Ave/RTC West (Signal)				Extend SBL pavement markings to 150 ft of storage	
4	41st St at W Frontage Rd/Marketplace Dr (Signal)					No Changes in any Phase
5	41st St at SB US 52 Ramp (Signal)	Add SBL Lane (SB approach from LT-R to L-T-R) EBR lane becomes a channelized right turn (yield, no add lane) WBL restripe taper to be 5 to 1, Storage 220, taper 60		Add Dual SBT Lane (SB approach: L-T-T-R)		
6	41st St at NB US 52 Ramp/E Frontage Rd (Signal)	EBL restripe taper to be 5 to 1, Storage 250, taper 60				
7	41st St at E Frontage Rd/Maplewood Sq Access (Signal)	Extend NB storage to 225 feet This will involve blocking the entrance to two rows of parking				
8	Marketplace Dr at SE Target Access					No Changes in any Phase
9	Marketplace Dr at Slip Ramp from 37th St					No Changes in any Phase
10	W Circle Dr at Valleyhigh Rd (Signal)				Add Dual SBL Lane Add Dual WBL Lane	
11	Valleyhigh Dr at 37th St (Roundabout)	N/A, Does not exist, No 37th St Connection	N/A, Does not exist, No 37th St Connection	Construct Roundabout Connect 37th St to Valleyhigh Dr		
12	37th St at RTC West			Change lane designation of southbound approach (SB approach: dedicated L, shared T/R) Remove channelization of WBR turn		
13	37th St at RTC East			Remove concrete bollards between lanes of WB approach westbound approach Remove gatehouse	Construct Signal Add Dual WBL Lane	
14	37th St at SB US 52 Ramp (Signal)	Add pedestrian bridge, Reconstruct median, Lane widths 11 ft. Add Dual WBL lane with 265 ft of storage, 110 ft taper (now 5 to 1)			Add Dual SBR Lane	
15	37th St at NB US 52 Ramp (Signal)	Add pedestrian Bridge, Reconstruct median, Lane widths 11 ft. Add Dual EBL lane with 175 ft of storage, 110 ft taper (now 5 to 1) Northbound approach add 1 lane (From L-LT-T-R to L-L-T-T-R)			Add Dual NBR Lane (L-L-T-T-R-R)	
16	37th St at 21st Ave/Maplewood Sq Access (Signal)		Extend NBL storage to 200 ft Will require pavement marking changes only			
17	Watson Ave at RTC South					No Changes in any Phase
18	RTC East at RTC South (Roundabout)	N/A, Does not exist	N/A, Does not exist	Construct Mini-Roundabout		
19	Marketplace Dr at E RTC Access					No Changes in any Phase
20	31st Ave at Internal Roadway	N/A, Does not exist		Construct Minor Street Stop Intersection		
21	Internal Roadway at Internal Roadway	N/A, Does not exist		Construct Minor Street Stop Intersection		
22	Valleyhigh Dr at Watson Ave			Add Dedicated WBR Lane	Construct Signal	
23	Marketplace Dr at SE MF Access	N/A, Does not exist		Construct Minor Street Stop Intersection		
24	19th St at W Frontage Rd (Signal)			Add a through-right lane Convert existing through-right lane to a Dual SBL Lane SB approach will be (L-L-T/R)		
25	19th St at US 52 Interchange (Signal)			Add Dual NBL Lane Reconfigure NB approach		

Figure 14

8 Cost Estimates

Appendix E contains preliminary cost estimates for the roadway, interchange, and intersection improvements of the above proposed mitigations.

- US 52 at 19th Street Northbound Dual Left Improvements
  - Total Estimated Cost: $1,465,340
- 19th Street at W. Frontage Road Southbound Approach Improvements
  - Total Estimated Cost: $416,091
- 37th Street Realignment and Roundabout at Valleyhigh Drive
  - Total Estimated Cost: $18,550,608
- 37th Street Interchange Improvements
  - Total Estimated Cost: $7,541,738
  - This cost includes No Build improvements.
- 41st Street Interchange Improvements
  - Total Estimated Cost: $905,494
  - This cost includes No Build improvements.
- 41st Street at W. Circle Drive Improvements
  - Total Estimated Cost: $2,034,819
  - This cost includes No Build improvements
- W Circle Drive at Valleyhigh Road Improvements
  - Total Estimated Cost: $817,916
- Valleyhigh Drive at Watson Avenue Improvements
  - Total Estimated Cost: $973,909

The total cost for all improvements to the network is $32,705,915. See **Appendix E** for a detailed cost breakdown for each improvement project.

9 Conclusion

Three phases of the Rochester Technology Campus development are currently planned. Mitigations to the roadway network to keep the network in compliance with Rochester's Traffic Service Standards are proposed for each of the three phases.

Also detailed are a set of preliminary No Build improvements that are needed whether or not the development is built. With these improvements the traffic network performs adequately. The network complies with Rochester's Traffic Service Standards for Level of Service and Volume to Capacity standards.

Rochester's 'Vehicle Storage' Standard requires that 95th percentile queues fit within available queue storage. Storage bays were extended to meet 95th percentile queues in the Mitigated Build scenarios when there was adequate space available to extend the lanes. Dual left turn lanes were added when necessary and feasible. Some turn lanes were not able to be mitigated and have 95th percentile queues exceeding available storage. These lanes are a mixture of existing problems, short pocket turn lanes, turn lanes that are not reasonable to extend, and through lanes that spill back to an adjacent closely spaced intersection. The overall impact and inefficiencies caused by these turning movement queues is minimal. There are no run-away queues that build over multiple cycles.

Improvement layouts and cost estimate breakdowns are provided. With these modifications the network is expected to handle the proposed development traffic adequately and with minimal inefficiencies due to queueing concerns.

Appendix A

Turning Movement Counts

Location: West Circle Dr NW at 41st St NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	West Circle Dr NW				41st st NW				West Circle Dr NW				41st st NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	2	24	3	0	19	11	2	0	3	21	17	0	0	13	15	0	130
6:15	5	58	2	0	25	7	0	0	10	34	21	0	0	23	17	0	202
6:30	4	71	2	0	21	10	1	0	10	28	30	1	1	19	11	0	208
6:45	5	88	2	0	29	10	1	0	7	38	30	0	1	22	14	0	247
7:00	7	99	1	1	32	18	1	0	6	39	32	1	6	17	8	0	266
7:15	5	123	7	0	34	10	3	0	10	65	50	0	3	25	24	0	359
7:30	9	124	3	1	44	29	4	0	17	62	54	0	3	44	22	1	415
7:45	9	125	5	0	46	22	3	0	19	91	76	0	6	34	12	0	448
8:00	8	110	7	0	40	28	4	0	20	84	37	0	1	38	7	0	384
8:15	12	83	10	0	46	25	5	0	15	90	69	1	7	32	16	0	410
8:30	11	99	5	0	36	13	3	0	17	74	52	0	6	37	12	0	365
8:45	11	89	8	0	37	17	10	0	21	88	70	0	3	27	13	0	394
9:00	5	64	5	0	48	26	8	0	17	74	61	0	5	27	6	1	346
9:15	13	82	2	0	44	25	3	0	18	75	54	0	4	23	10	0	353
9:30	7	109	5	0	57	25	6	0	11	91	52	0	7	24	7	0	401
9:45	9	109	8	0	66	28	8	0	23	84	69	0	11	25	16	0	456
10:00	14	97	4	0	55	32	6	0	22	95	61	0	4	23	17	0	430
10:15	9	119	1	0	49	30	4	0	21	95	72	0	10	17	18	0	445
10:30	17	94	5	1	60	29	5	0	24	104	75	0	4	16	23	0	456
10:45	15	109	5	0	62	31	11	0	29	96	73	0	7	25	21	0	484
11:00	13	100	12	0	86	36	6	0	37	124	95	0	10	36	15	0	570
11:15	14	107	9	1	65	40	6	0	34	131	98	0	5	29	24	0	562
11:30	15	97	9	0	67	35	11	0	29	130	85	0	8	33	22	0	541
11:45	13	101	6	1	81	32	10	0	27	120	99	0	13	32	30	0	564
12:00	11	104	14	0	67	53	14	0	40	133	97	0	11	41	22	0	607
12:15	13	121	12	0	75	44	16	0	29	125	94	0	12	39	32	0	612
12:30	14	104	12	0	88	44	12	0	29	128	90	0	9	41	26	0	597
12:45	23	113	11	0	78	32	8	0	28	110	83	0	8	46	27	0	567
13:00	16	107	8	0	83	42	11	0	53	118	98	0	6	28	18	0	588
13:15	14	111	10	0	59	30	7	0	21	105	91	0	12	31	22	0	513
13:30	12	94	11	0	67	30	6	0	33	130	60	0	8	33	34	0	518
13:45	10	131	4	0	73	48	9	0	31	119	72	0	13	23	26	0	559
14:00	13	97	4	0	67	48	9	0	29	121	89	0	8	30	27	0	542
14:15	21	142	5	0	54	38	11	0	37	110	92	0	5	28	22	0	565
14:30	12	82	9	2	68	43	14	0	25	122	73	0	9	32	25	0	514
14:45	13	106	6	0	76	40	7	0	28	114	74	0	11	42	18	0	535
15:00	13	113	4	0	61	48	11	0	31	128	99	0	9	23	16	0	556
15:15	19	114	4	0	94	57	8	0	27	121	84	0	16	34	10	0	588
15:30	19	125	7	1	74	42	8	0	33	160	92	0	12	26	23	1	621
15:45	14	110	5	1	77	57	11	0	29	134	92	0	9	39	15	0	592
16:00	19	130	14	0	78	69	10	0	40	185	89	0	12	24	26	0	696
16:15	20	147	9	1	67	45	7	0	23	168	90	0	13	33	15	0	637
16:30	10	115	9	1	92	51	12	0	38	164	86	0	9	33	23	0	642
16:45	9	161	9	0	71	49	11	0	64	158	94	0	12	34	23	0	695
17:00	17	105	7	1	103	58	11	1	36	177	92	0	10	40	24	0	680
17:15	14	125	4	3	97	82	7	0	40	151	101	0	9	34	21	0	685
17:30	12	112	11	0	72	41	9	0	45	149	82	0	8	33	18	0	592
17:45	9	82	9	0	72	37	11	0	41	120	67	0	6	27	20	0	501
18:00	18	108	4	0	67	34	6	0	47	141	67	0	12	34	24	0	562
18:15	9	83	9	0	43	38	6	0	26	96	63	1	9	38	22	0	442
18:30	9	78	2	0	61	55	3	0	26	94	56	0	6	27	20	0	437
18:45	8	77	5	1	41	36	3	0	34	98	48	0	9	25	18	0	402
Total	623	5378	344	16	3174	1860	379	1	1410	5612	3747	4	398	1559	997	3	25481
Cars+	615	5274	342	8	3132	1815	375	1	1397	5516	3692	3	393	1532	983	3	25066
Trucks	8	104	2	8	42	45	4	0	13	96	55	1	5	27	14	0	415
% Trucks	1.3	1.9	0.6	50.0	1.3	2.4	1.1	0.0	0.9	1.7	1.5	25.0	1.3	1.7	1.4	0.0	
	1.8				1.7				1.5				1.6				1.6

Location: West Circle Dr NW at 41st St NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	West Circle Dr NW				41st st NW				West Circle Dr NW				41st st NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	2	23	3	0	18	10	2	0	3	19	17	0	0	13	15	0	125
6:15	4	57	2	0	24	7	0	0	10	32	20	0	0	23	17	0	196
6:30	4	70	2	0	20	9	1	0	10	26	29	1	1	19	10	0	201
6:45	5	88	2	0	29	9	1	0	7	36	29	0	1	21	14	0	242
7:00	6	95	1	0	32	16	0	0	5	37	30	0	6	17	8	0	253
7:15	5	119	7	0	33	9	3	0	9	62	50	0	3	23	24	0	347
7:30	9	121	3	1	44	28	4	0	17	61	52	0	3	43	22	1	407
7:45	9	123	5	0	45	22	3	0	19	87	75	0	6	34	12	0	440
8:00	8	108	7	0	40	27	4	0	19	82	37	0	1	37	7	0	377
8:15	12	80	10	0	45	23	5	0	15	90	69	1	5	30	14	0	398
8:30	11	95	5	0	36	13	3	0	16	72	51	0	6	35	12	0	355
8:45	11	89	7	0	37	15	10	0	21	83	69	0	3	27	13	0	385
9:00	5	62	5	0	46	26	8	0	17	73	60	0	5	26	6	1	339
9:15	13	79	2	0	43	24	3	0	18	72	51	0	4	23	10	0	342
9:30	7	104	5	0	54	21	6	0	9	88	51	0	7	23	7	0	382
9:45	9	108	8	0	66	28	8	0	23	83	69	0	10	23	16	0	451
10:00	14	95	4	0	53	32	6	0	21	94	60	0	4	23	15	0	421
10:15	9	118	1	0	49	28	4	0	21	92	70	0	10	16	16	0	434
10:30	17	91	5	1	59	28	5	0	24	101	74	0	4	16	23	0	447
10:45	13	108	5	0	60	31	11	0	29	93	73	0	7	22	20	0	472
11:00	13	98	12	0	84	36	5	0	35	123	91	0	9	35	15	0	556
11:15	14	105	9	1	65	39	6	0	34	127	94	0	5	28	24	0	550
11:30	15	93	9	0	66	34	11	0	29	128	82	0	8	31	22	0	528
11:45	13	98	6	1	81	30	10	0	27	118	98	0	13	32	29	0	555
12:00	11	104	14	0	66	52	14	0	40	130	94	0	11	41	22	0	599
12:15	13	118	12	0	75	42	15	0	29	123	93	0	12	39	31	0	602
12:30	13	102	12	0	80	43	12	0	29	126	90	0	9	41	26	0	583
12:45	23	113	11	0	78	32	8	0	28	105	82	0	8	45	27	0	560
13:00	16	105	8	0	83	41	11	0	53	115	96	0	6	28	18	0	580
13:15	14	104	10	0	58	30	7	0	21	102	89	0	12	31	22	0	500
13:30	12	92	11	0	66	29	6	0	31	128	59	0	8	32	34	0	508
13:45	10	130	4	0	72	48	9	0	31	118	71	0	13	23	26	0	555
14:00	13	96	4	0	67	46	9	0	29	119	88	0	8	30	27	0	536
14:15	21	138	4	0	53	38	11	0	36	110	92	0	4	27	22	0	556
14:30	12	80	9	0	67	42	14	0	24	122	73	0	9	31	24	0	507
14:45	13	104	6	0	74	40	7	0	28	113	74	0	11	42	18	0	530
15:00	12	111	4	0	60	48	10	0	31	125	98	0	9	23	16	0	547
15:15	19	111	4	0	93	56	8	0	27	120	82	0	16	34	10	0	580
15:30	18	118	7	1	73	41	8	0	33	158	92	0	12	25	22	1	607
15:45	14	108	5	1	77	57	11	0	29	132	91	0	9	39	15	0	587
16:00	19	128	14	0	76	67	10	0	40	184	87	0	12	24	25	0	686
16:15	20	147	9	1	67	44	7	0	23	165	87	0	13	33	15	0	630
16:30	10	113	9	1	92	51	12	0	38	163	86	0	9	33	23	0	639
16:45	9	161	9	0	71	47	11	0	64	157	94	0	12	34	22	0	691
17:00	17	105	7	0	103	57	11	1	36	177	91	0	10	39	24	0	677
17:15	13	124	4	0	96	82	7	0	40	150	101	0	9	34	21	0	681
17:30	12	111	11	0	72	39	9	0	45	148	82	0	8	33	18	0	588
17:45	9	81	9	0	72	37	11	0	41	120	66	0	6	27	20	0	499
18:00	18	106	4	0	67	33	6	0	47	139	67	0	12	34	24	0	557
18:15	9	83	9	0	43	38	6	0	26	96	63	1	9	38	22	0	442
18:30	9	77	2	0	61	54	3	0	26	94	56	0	6	27	20	0	435
18:45	8	77	5	0	41	36	3	0	34	98	47	0	9	25	18	0	401
Total	615	5274	342	8	3132	1815	375	1	1397	5516	3692	3	393	1532	983	3	25066

Location: West Circle Dr NW at 41st St NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	West Circle Dr NW				41st st NW				West Circle Dr NW				41st st NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	1	0	0	1	1	0	0	0	2	0	0	0	0	0	0	5
6:15	1	1	0	0	1	0	0	0	0	2	1	0	0	0	0	0	6
6:30	0	1	0	0	1	1	0	0	0	2	1	0	0	0	1	0	7
6:45	0	0	0	0	0	1	0	0	0	2	1	0	0	1	0	0	5
7:00	1	4	0	1	0	2	1	0	1	2	2	1	0	0	0	0	13
7:15	0	4	0	0	1	1	0	0	1	3	0	0	0	2	0	0	12
7:30	0	3	0	0	0	1	0	0	0	1	2	0	0	1	0	0	8
7:45	0	2	0	0	1	0	0	0	0	4	1	0	0	0	0	0	8
8:00	0	2	0	0	0	1	0	0	1	2	0	0	0	1	0	0	7
8:15	0	3	0	0	1	2	0	0	0	0	0	0	2	2	2	0	12
8:30	0	4	0	0	0	0	0	0	1	2	1	0	0	2	0	0	10
8:45	0	0	1	0	0	2	0	0	0	5	1	0	0	0	0	0	9
9:00	0	2	0	0	2	0	0	0	0	1	1	0	0	1	0	0	7
9:15	0	3	0	0	1	1	0	0	0	3	3	0	0	0	0	0	11
9:30	0	5	0	0	3	4	0	0	2	3	1	0	0	1	0	0	19
9:45	0	1	0	0	0	0	0	0	0	1	0	0	1	2	0	0	5
10:00	0	2	0	0	2	0	0	0	1	1	1	0	0	0	2	0	9
10:15	0	1	0	0	0	2	0	0	0	3	2	0	0	1	2	0	11
10:30	0	3	0	0	1	1	0	0	0	3	1	0	0	0	0	0	9
10:45	2	1	0	0	2	0	0	0	0	3	0	0	0	3	1	0	12
11:00	0	2	0	0	2	0	1	0	2	1	4	0	1	1	0	0	14
11:15	0	2	0	0	0	1	0	0	0	4	4	0	0	1	0	0	12
11:30	0	4	0	0	1	1	0	0	0	2	3	0	0	2	0	0	13
11:45	0	3	0	0	0	2	0	0	0	2	1	0	0	0	1	0	9
12:00	0	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	8
12:15	0	3	0	0	0	2	1	0	0	2	1	0	0	0	1	0	10
12:30	1	2	0	0	8	1	0	0	0	2	0	0	0	0	0	0	14
12:45	0	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	7
13:00	0	2	0	0	0	1	0	0	0	3	2	0	0	0	0	0	8
13:15	0	7	0	0	1	0	0	0	0	3	2	0	0	0	0	0	13
13:30	0	2	0	0	1	1	0	0	2	2	1	0	0	1	0	0	10
13:45	0	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	4
14:00	0	1	0	0	0	2	0	0	0	2	1	0	0	0	0	0	6
14:15	0	4	1	0	1	0	0	0	1	0	0	0	1	1	0	0	9
14:30	0	2	0	2	1	1	0	0	1	0	0	0	0	1	1	0	7
14:45	0	2	0	0	2	0	0	0	0	1	0	0	0	0	0	0	5
15:00	1	2	0	0	1	0	1	0	0	3	1	0	0	0	0	0	9
15:15	0	3	0	0	1	1	0	0	0	1	2	0	0	0	0	0	8
15:30	1	7	0	0	1	1	0	0	0	2	0	0	0	1	1	0	14
15:45	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	5
16:00	0	2	0	0	2	2	0	0	0	1	2	0	0	0	1	0	10
16:15	0	0	0	0	0	1	0	0	0	3	3	0	0	0	0	0	7
16:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
16:45	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	4
17:00	0	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	3
17:15	1	1	0	3	1	0	0	0	0	1	0	0	0	0	0	0	4
17:30	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	4
17:45	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
18:00	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	5
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	8	104	2	8	42	45	4	0	13	96	55	1	5	27	14	0	415

Location: 41st Street NW at 31st Avenue NW International Business Machine
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	31st Avenue NW				42nd ST NW				IBM Road				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	5	8	3	0	6	20	3	0	7	1	0	0	4	27	10	0	94
6:15	10	10	5	0	3	25	3	0	3	3	1	0	9	30	12	0	114
6:30	17	4	4	0	8	28	4	0	2	2	0	0	7	32	16	0	124
6:45	19	8	5	0	4	31	3	0	14	1	1	1	6	35	10	0	137
7:00	12	8	10	0	8	31	6	1	11	7	3	2	10	35	16	0	157
7:15	15	12	6	1	7	40	10	0	13	8	1	0	12	49	12	0	185
7:30	30	19	9	3	8	63	12	0	14	4	1	0	23	56	32	0	271
7:45	24	13	8	1	11	54	9	1	14	16	1	0	18	80	21	0	269
8:00	14	12	10	0	7	63	5	0	11	5	1	1	12	53	20	0	213
8:15	15	8	5	0	3	66	15	0	12	11	2	1	14	75	20	0	246
8:30	19	13	8	0	8	42	13	1	9	7	1	1	10	73	15	0	218
8:45	27	11	7	1	5	55	10	2	8	13	0	0	6	84	14	0	240
9:00	23	11	7	1	5	71	12	1	11	8	3	1	8	83	8	1	250
9:15	18	3	10	0	0	54	12	1	8	10	1	1	9	68	14	0	207
9:30	17	15	11	0	3	62	10	1	8	7	5	0	8	65	8	0	219
9:45	28	10	5	0	4	94	18	0	13	7	3	0	15	85	7	0	289
10:00	27	6	5	0	3	67	9	0	7	9	2	1	11	77	8	0	231
10:15	18	8	5	0	3	80	12	0	13	13	4	0	9	83	4	0	252
10:30	25	14	9	0	1	70	15	0	12	5	4	2	8	89	4	0	256
10:45	17	8	10	0	3	98	20	0	8	12	6	1	11	97	9	0	299
11:00	32	10	14	0	5	103	26	0	8	9	4	1	16	117	13	0	357
11:15	29	4	9	0	1	81	17	0	14	12	11	1	6	107	10	0	301
11:30	25	9	15	0	5	85	16	0	13	13	6	0	14	110	8	0	319
11:45	29	10	14	1	7	92	11	0	10	11	11	1	13	127	9	0	344
12:00	33	11	19	0	4	103	16	2	24	15	19	0	18	119	18	0	399
12:15	27	8	9	0	12	100	24	0	17	10	11	2	20	102	20	0	360
12:30	29	7	13	0	10	110	19	1	19	11	5	0	24	118	13	0	378
12:45	32	20	15	0	10	112	19	0	15	15	9	1	19	118	16	0	400
13:00	27	12	12	1	6	105	26	2	15	17	6	0	13	117	16	0	372
13:15	28	11	7	0	8	83	20	1	20	14	3	0	8	118	8	0	328
13:30	33	10	4	0	2	98	16	0	9	9	1	0	17	88	8	0	295
13:45	29	9	10	0	4	93	22	0	14	15	3	0	16	85	10	0	310
14:00	28	6	20	0	8	87	17	0	9	10	6	0	9	101	15	2	316
14:15	18	8	13	0	1	84	15	0	9	12	2	0	14	104	18	0	298
14:30	28	8	9	1	6	113	21	0	5	5	12	1	9	108	8	0	332
14:45	33	11	9	0	4	104	19	1	18	9	5	0	13	104	17	0	346
15:00	30	5	13	0	5	99	19	0	23	9	5	0	14	109	6	0	337
15:15	26	8	12	2	4	125	11	2	20	15	11	0	10	121	7	0	370
15:30	22	5	10	0	2	100	15	0	29	23	6	1	10	113	11	0	346
15:45	38	6	13	0	4	99	24	3	23	23	5	0	13	122	12	0	382
16:00	39	9	14	0	1	106	16	1	32	31	7	0	11	105	18	0	389
16:15	26	10	11	0	8	101	22	1	27	17	8	0	10	124	7	0	371
16:30	24	11	22	0	6	103	15	0	16	16	11	0	11	121	10	1	366
16:45	35	9	18	0	6	101	16	1	23	27	15	0	11	111	8	0	380
17:00	38	16	27	2	4	112	15	0	33	25	9	0	10	139	17	0	445
17:15	33	14	14	0	5	125	16	0	35	20	12	1	12	124	13	0	423
17:30	29	7	19	0	5	103	8	0	17	10	8	0	13	108	12	0	339
17:45	21	4	9	0	2	82	20	0	20	13	5	1	11	90	4	0	281
18:00	18	7	5	0	3	83	11	0	10	6	7	0	11	113	2	0	276
18:15	11	7	6	0	3	84	19	0	18	10	4	0	12	92	9	0	275
18:30	17	1	8	0	4	82	16	0	14	10	4	0	8	72	9	1	245
18:45	14	4	9	0	6	68	16	0	11	16	1	0	5	74	4	0	228
Total	1261	478	544	14	261	4240	764	23	768	607	272	22	611	4757	616	5	15179
Cars+	1230	475	535	10	205	4169	740	18	763	606	271	9	597	4691	607	1	14889
Trucks	31	3	9	4	56	71	24	5	5	1	1	13	14	66	9	4	290
% Trucks	2.5	0.6	1.7	28.6	21.5	1.7	3.1	21.7	0.7	0.2	0.4	59.1	2.3	1.4	1.5	80.0	
	1.9				2.9				0.4				1.5				1.9

Location: 41st Street NW at 31st Avenue NW International Business Machine
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	31st Avenue NW				42nd ST NW				IBM Road				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	4	8	3	0	3	18	2	0	7	1	0	0	4	27	10	0	87
6:15	10	10	4	0	2	25	3	0	3	3	1	0	9	28	12	0	110
6:30	16	4	4	0	6	26	3	0	2	2	0	0	6	32	16	0	117
6:45	19	8	5	0	3	31	3	0	14	1	1	0	5	35	10	0	135
7:00	11	8	9	0	5	28	4	1	11	7	3	0	10	31	15	0	142
7:15	15	12	6	1	7	39	10	0	13	8	1	0	11	49	12	0	183
7:30	29	19	9	2	5	62	11	0	14	4	1	0	22	53	32	0	261
7:45	22	13	8	1	9	54	9	1	14	15	1	0	18	76	21	0	260
8:00	13	12	10	0	5	62	3	0	11	5	1	1	12	52	20	0	206
8:15	15	8	5	0	3	64	15	0	12	11	2	1	13	75	20	0	243
8:30	17	13	8	0	5	42	12	0	9	7	1	0	10	71	15	0	210
8:45	26	11	7	0	5	54	10	2	8	13	0	0	6	82	14	0	236
9:00	22	11	6	1	4	70	12	1	11	8	3	1	8	83	8	1	246
9:15	18	3	10	0	0	50	12	0	8	10	1	1	9	67	14	0	202
9:30	17	15	11	0	3	58	10	1	8	7	5	0	8	63	7	0	212
9:45	28	10	5	0	4	93	18	0	13	7	3	0	15	83	7	0	286
10:00	26	6	5	0	3	65	9	0	7	9	2	0	11	76	8	0	227
10:15	18	8	5	0	3	78	12	0	13	13	4	0	9	80	4	0	247
10:30	25	14	9	0	1	68	15	0	12	5	3	0	7	89	4	0	252
10:45	16	8	10	0	3	95	19	0	8	12	6	0	11	94	8	0	290
11:00	32	9	14	0	4	101	26	0	8	9	4	0	15	111	13	0	346
11:15	28	4	8	0	1	81	16	0	14	12	11	0	5	105	10	0	295
11:30	23	9	14	0	4	84	16	0	12	13	6	0	13	108	7	0	309
11:45	29	10	14	0	7	91	11	0	10	11	11	1	13	125	9	0	341
12:00	33	11	19	0	4	102	16	1	23	15	19	0	16	117	18	0	393
12:15	26	6	9	0	11	97	22	0	17	10	11	0	19	102	20	0	350
12:30	28	7	12	0	10	106	18	1	17	11	5	0	24	117	13	0	368
12:45	30	20	15	0	6	112	19	0	15	15	9	0	19	117	15	0	392
13:00	27	12	12	1	6	105	26	2	15	17	6	0	13	116	16	0	371
13:15	28	11	6	0	8	83	20	1	20	14	3	0	8	116	8	0	325
13:30	33	10	4	0	2	96	16	0	9	9	1	0	17	88	7	0	292
13:45	29	9	10	0	4	92	22	0	14	15	3	0	16	83	10	0	307
14:00	28	6	20	0	8	85	17	0	9	10	6	0	9	100	15	0	313
14:15	18	8	13	0	1	83	14	0	9	12	2	0	13	104	18	0	295
14:30	28	8	9	1	5	111	21	0	5	5	12	1	9	108	7	0	328
14:45	33	11	9	0	4	103	19	1	18	9	5	0	13	104	17	0	345
15:00	30	5	13	0	3	98	19	0	22	9	5	0	14	107	6	0	331
15:15	25	8	12	2	3	123	11	2	20	15	11	0	10	120	7	0	365
15:30	22	5	10	0	1	98	14	0	29	23	6	1	10	110	11	0	339
15:45	36	6	13	0	1	99	22	2	23	23	5	0	13	122	12	0	375
16:00	38	9	13	0	0	103	16	1	32	31	7	0	11	104	17	0	381
16:15	25	10	11	0	6	100	21	0	27	17	8	0	10	122	7	0	364
16:30	24	11	22	0	4	103	15	0	16	16	11	0	11	120	10	0	363
16:45	34	9	17	0	4	100	15	1	23	27	15	0	11	111	8	0	374
17:00	38	16	27	1	4	111	14	0	33	25	9	0	9	139	16	0	441
17:15	31	14	14	0	2	124	16	0	35	20	12	1	12	123	13	0	416
17:30	29	7	19	0	3	101	7	0	17	10	8	0	13	108	12	0	334
17:45	21	4	9	0	0	82	19	0	20	13	5	1	11	90	4	0	278
18:00	17	7	5	0	2	82	11	0	10	6	7	0	11	112	2	0	272
18:15	10	7	6	0	1	84	19	0	18	10	4	0	12	92	9	0	272
18:30	17	1	8	0	3	80	15	0	14	10	4	0	8	72	9	0	241
18:45	13	4	9	0	4	67	15	0	11	16	1	0	5	72	4	0	221
Total	1230	475	535	10	205	4169	740	18	763	606	271	9	597	4691	607	1	14889

Location: 41st Street NW at 31st Avenue NW International Business Machine
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	31st Avenue NW				42nd ST NW				IBM Road				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	1	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	7
6:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	4
6:30	1	0	0	0	2	2	1	0	0	0	0	0	1	0	0	0	7
6:45	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2
7:00	1	0	1	0	3	3	2	0	0	0	0	2	0	4	1	0	15
7:15	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
7:30	1	0	0	1	3	1	1	0	0	0	0	0	1	3	0	0	10
7:45	2	0	0	0	2	0	0	0	0	1	0	0	0	4	0	0	9
8:00	1	0	0	0	2	1	2	0	0	0	0	0	0	1	0	0	7
8:15	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
8:30	2	0	0	0	3	0	1	1	0	0	0	1	0	2	0	0	8
8:45	1	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	4
9:00	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	4
9:15	0	0	0	0	0	4	0	1	0	0	0	0	0	1	0	0	5
9:30	0	0	0	0	0	4	0	0	0	0	0	0	0	2	1	0	7
9:45	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
10:00	1	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	4
10:15	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
10:30	0	0	0	0	0	2	0	0	0	0	1	2	1	0	0	0	4
10:45	1	0	0	0	0	3	1	0	0	0	0	1	0	3	1	0	9
11:00	0	1	0	0	1	2	0	0	0	0	0	1	1	6	0	0	11
11:15	1	0	1	0	0	0	1	0	0	0	0	1	1	2	0	0	6
11:30	2	0	1	0	1	1	0	0	1	0	0	0	1	2	1	0	10
11:45	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	3
12:00	0	0	0	0	0	1	0	1	1	0	0	0	2	2	0	0	6
12:15	1	2	0	0	1	3	2	0	0	0	0	2	1	0	0	0	10
12:30	1	0	1	0	0	4	1	0	2	0	0	0	0	1	0	0	10
12:45	2	0	0	0	4	0	0	0	0	0	0	1	0	1	1	0	8
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
13:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
13:45	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
14:00	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	2	3
14:15	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	3
14:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	4
14:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	2	1	0	0	1	0	0	0	0	2	0	0	6
15:15	1	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	5
15:30	0	0	0	0	1	2	1	0	0	0	0	0	0	3	0	0	7
15:45	2	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	7
16:00	1	0	1	0	1	3	0	0	0	0	0	0	0	1	1	0	8
16:15	1	0	0	0	2	1	1	1	0	0	0	0	0	2	0	0	7
16:30	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	3
16:45	1	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	6
17:00	0	0	0	1	0	1	1	0	0	0	0	0	1	0	1	0	4
17:15	2	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	7
17:30	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
17:45	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
18:00	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	4
18:15	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	1	4
18:45	1	0	0	0	2	1	1	0	0	0	0	0	0	2	0	0	7
Total	31	3	9	4	56	71	24	5	5	1	1	13	14	66	9	4	290

Location: 41st Street NW at W Frontage Road Marketplace Drive
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	W Frontage Rd				41st St NW				Marketplace Dr NW				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	29	4	8	0	2	22	19	3	3	6	8	0	4	32	4	0	141
6:15	21	2	2	0	7	32	20	0	1	10	7	0	1	42	0	0	145
6:30	30	5	3	1	12	33	29	0	3	6	6	0	4	49	6	0	186
6:45	31	10	5	1	13	38	46	0	6	5	10	0	4	43	3	2	214
7:00	37	8	4	0	10	52	31	0	5	10	15	0	8	47	5	0	232
7:15	30	5	12	0	16	67	50	0	15	10	12	0	3	51	4	1	275
7:30	27	10	4	5	16	92	53	0	15	16	16	14	2	91	5	1	347
7:45	36	16	12	0	18	101	62	0	13	18	14	0	10	70	6	0	376
8:00	32	17	8	0	16	77	59	1	16	21	19	1	6	63	9	2	343
8:15	37	14	8	0	15	71	53	0	11	16	24	0	8	64	4	0	325
8:30	43	16	10	0	19	62	43	0	10	21	18	0	14	78	12	3	346
8:45	45	14	13	2	32	88	49	0	10	20	34	0	9	92	4	0	410
9:00	46	10	11	0	19	72	35	0	13	15	26	0	9	93	9	1	358
9:15	33	20	11	0	25	53	44	0	15	25	36	0	14	86	8	0	370
9:30	51	15	20	0	27	78	59	0	17	21	30	0	12	85	11	0	426
9:45	46	29	10	0	24	57	51	1	19	23	32	1	14	92	11	0	408
10:00	54	18	14	0	40	72	55	0	9	24	26	0	14	97	8	1	431
10:15	52	28	14	1	35	64	42	1	18	23	43	0	11	99	8	0	437
10:30	51	22	19	0	25	62	54	0	12	36	49	0	18	114	12	1	474
10:45	50	31	14	0	40	64	43	0	23	21	51	4	14	105	13	0	469
11:00	63	29	14	3	34	69	43	1	20	28	47	0	23	97	17	4	484
11:15	52	35	19	0	44	68	54	0	19	31	61	0	16	132	22	0	553
11:30	68	51	19	1	40	74	48	1	22	27	66	1	21	137	22	1	595
11:45	57	35	14	0	50	90	50	0	30	49	70	0	25	138	20	6	628
12:00	68	26	18	0	29	78	57	0	34	35	73	1	28	138	28	0	612
12:15	64	34	17	0	41	99	63	0	32	41	74	0	18	135	32	2	650
12:30	70	39	10	0	36	78	52	0	34	39	103	0	15	137	27	1	640
12:45	71	33	10	0	35	78	54	2	26	48	94	0	18	141	18	0	626
13:00	50	37	16	0	35	63	37	0	32	46	69	0	21	129	18	0	553
13:15	56	38	18	0	42	69	60	0	25	36	71	0	18	119	16	0	568
13:30	60	36	13	0	46	80	42	0	29	35	92	0	25	149	14	1	621
13:45	55	31	15	0	49	85	60	0	23	30	74	0	19	143	17	1	601
14:00	70	28	15	0	26	67	46	0	24	34	75	0	16	131	16	1	548
14:15	52	26	10	0	25	75	56	1	27	36	74	0	18	127	13	0	539
14:30	65	34	18	0	33	66	63	0	19	37	61	1	18	135	18	0	567
14:45	53	25	9	0	42	92	46	1	29	38	57	1	23	113	9	1	536
15:00	71	38	11	0	38	77	40	0	22	32	72	0	13	132	7	0	553
15:15	71	35	14	1	32	75	46	0	18	25	62	0	26	172	17	3	593
15:30	81	24	16	1	37	86	45	1	18	41	85	0	8	134	11	5	586
15:45	73	27	12	0	44	97	68	0	23	39	66	1	25	167	18	0	659
16:00	80	39	14	0	39	82	62	2	23	30	89	3	20	172	9	2	659
16:15	97	43	13	2	32	89	60	1	14	35	93	0	18	194	20	0	708
16:30	100	38	9	2	43	64	45	0	28	32	81	0	20	162	16	3	638
16:45	92	42	18	0	38	102	62	2	24	32	82	1	15	170	15	0	692
17:00	112	35	9	0	41	62	53	1	21	46	106	1	17	167	19	1	688
17:15	79	32	13	1	41	99	62	0	17	38	82	0	17	183	10	3	673
17:30	78	23	4	0	38	77	53	0	18	43	95	2	15	148	19	0	611
17:45	53	34	10	0	38	71	42	0	26	29	74	0	14	143	10	2	544
18:00	63	23	10	0	48	56	33	5	24	32	91	0	18	133	18	6	549
18:15	57	33	10	1	36	54	50	0	20	29	71	0	9	120	10	1	499
18:30	53	33	5	1	35	44	38	2	20	33	81	0	18	90	11	1	461
18:45	65	31	11	0	21	57	41	5	22	31	73	5	16	102	17	3	487
Total	2980	1361	616	23	1619	3680	2528	31	997	1484	2940	37	770	5983	676	60	25634
Cars+	2927	1356	596	11	1594	3572	2505	24	983	1473	2924	15	753	5878	671	47	25232
Trucks	53	5	20	12	25	108	23	7	14	11	16	22	17	105	5	13	402
% Trucks	1.8	0.4	3.2	52.2	1.5	2.9	0.9	22.6	1.4	0.7	0.5	59.5	2.2	1.8	0.7	21.7	
	1.6				2.0				0.8				1.7				1.6

Location: 41st Street NW at W Frontage Road Marketplace Drive
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	W Frontage Rd				41st St NW				Marketplace Dr NW				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	28	4	8	0	1	17	18	0	3	6	8	0	4	30	4	0	131
6:15	21	1	2	0	7	30	20	0	1	9	6	0	1	38	0	0	136
6:30	30	5	2	0	10	29	29	0	3	6	6	0	3	45	6	0	174
6:45	30	10	3	0	13	36	46	0	6	5	9	0	4	41	3	1	206
7:00	36	8	4	0	10	44	31	0	5	10	15	0	8	43	4	0	218
7:15	29	5	11	0	16	63	50	0	15	10	12	0	3	49	4	1	267
7:30	26	10	4	1	14	88	53	0	15	15	16	2	1	87	5	1	334
7:45	32	16	11	0	18	98	62	0	13	18	14	0	10	67	6	0	365
8:00	32	17	7	0	15	74	59	1	16	21	19	1	6	58	9	2	333
8:15	35	13	8	0	15	68	52	0	10	16	23	0	7	60	4	0	311
8:30	43	16	9	0	18	59	42	0	10	21	18	0	13	72	12	2	333
8:45	45	14	13	0	32	86	49	0	9	20	33	0	9	88	4	0	402
9:00	45	9	9	0	19	70	34	0	13	15	26	0	8	89	9	0	346
9:15	31	20	11	0	25	52	44	0	15	25	36	0	14	83	8	0	364
9:30	50	15	20	0	26	77	59	0	16	20	30	0	12	84	11	0	420
9:45	45	29	10	0	23	56	51	1	18	23	29	1	14	91	11	0	400
10:00	52	18	13	0	40	71	54	0	8	24	26	0	13	95	7	1	421
10:15	48	28	13	1	34	63	42	1	17	23	42	0	11	97	8	0	426
10:30	50	22	19	0	24	60	53	0	12	35	49	0	18	112	12	0	466
10:45	49	31	14	0	40	63	42	0	23	21	50	0	14	102	13	0	462
11:00	63	29	14	3	34	69	43	0	19	28	44	0	22	97	17	3	479
11:15	50	35	19	0	44	68	54	0	19	31	60	0	16	129	22	0	547
11:30	67	51	19	1	40	71	47	1	22	27	66	1	21	137	22	1	590
11:45	56	35	14	0	49	90	49	0	28	48	70	0	24	134	20	5	617
12:00	66	26	18	0	28	78	56	0	34	35	73	1	27	138	28	0	607
12:15	62	33	17	0	40	96	63	0	31	41	74	0	18	134	32	2	641
12:30	69	39	10	0	35	77	51	0	34	39	103	0	15	135	26	0	633
12:45	70	33	9	0	35	78	54	2	26	48	94	0	18	138	18	0	621
13:00	49	37	15	0	35	63	36	0	30	45	69	0	20	128	18	0	545
13:15	55	38	18	0	41	69	60	0	24	36	71	0	17	119	16	0	564
13:30	60	36	13	0	45	79	41	0	29	35	91	0	25	147	14	1	615
13:45	53	31	15	0	49	84	60	0	23	29	74	0	19	139	16	1	592
14:00	68	28	15	0	26	65	45	0	24	34	75	0	15	130	16	1	541
14:15	50	26	10	0	25	75	55	1	27	35	74	0	18	125	13	0	533
14:30	64	34	18	0	33	65	62	0	19	37	61	0	18	135	18	0	564
14:45	52	25	9	0	41	92	45	1	29	38	56	1	22	112	8	0	529
15:00	70	38	11	0	38	75	39	0	22	32	72	0	12	132	7	0	548
15:15	69	35	14	0	32	73	45	0	18	25	62	0	26	169	17	2	585
15:30	81	24	16	1	36	81	44	0	18	40	85	0	8	134	11	3	578
15:45	71	27	11	0	44	95	67	0	22	38	66	0	25	165	18	0	649
16:00	80	39	14	0	38	79	61	2	23	30	89	1	20	171	9	2	653
16:15	96	43	12	2	32	86	60	1	14	35	93	0	18	193	20	0	702
16:30	100	38	9	2	42	61	45	0	28	31	81	0	20	160	16	3	631
16:45	92	42	17	0	38	99	61	2	24	32	82	1	15	168	15	0	685
17:00	111	35	9	0	39	59	53	1	21	46	106	1	16	167	19	0	681
17:15	79	32	12	0	41	97	62	0	17	38	82	0	17	180	10	3	667
17:30	78	23	4	0	37	73	53	0	18	43	95	0	15	148	19	0	606
17:45	52	34	9	0	38	68	42	0	26	29	73	0	14	142	10	2	537
18:00	63	23	10	0	48	56	33	4	24	32	91	0	18	132	18	5	548
18:15	57	33	9	0	36	50	50	0	20	29	71	0	9	119	10	1	493
18:30	52	33	5	0	34	42	38	2	20	33	81	0	16	90	11	1	455
18:45	65	30	10	0	21	55	41	4	22	31	73	5	16	100	17	3	481
Total	2927	1356	596	11	1594	3572	2505	24	983	1473	2924	15	753	5878	671	47	25232

Location: 41st Street NW at W Frontage Road Marketplace Drive
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	W Frontage Rd				41st St NW				Marketplace Dr NW				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	1	0	0	0	1	5	1	3	0	0	0	0	0	2	0	0	10
6:15	0	1	0	0	0	2	0	0	0	1	1	0	0	4	0	0	9
6:30	0	0	1	1	2	4	0	0	0	0	0	0	1	4	0	0	12
6:45	1	0	2	1	0	2	0	0	0	0	1	0	0	2	0	1	8
7:00	1	0	0	0	0	8	0	0	0	0	0	0	0	4	1	0	14
7:15	1	0	1	0	0	4	0	0	0	0	0	0	0	2	0	0	8
7:30	1	0	0	4	2	4	0	0	0	1	0	12	1	4	0	0	13
7:45	4	0	1	0	0	3	0	0	0	0	0	0	0	3	0	0	11
8:00	0	0	1	0	1	3	0	0	0	0	0	0	0	5	0	0	10
8:15	2	1	0	0	0	3	1	0	1	0	1	0	1	4	0	0	14
8:30	0	0	1	0	1	3	1	0	0	0	0	0	1	6	0	1	13
8:45	0	0	0	2	0	2	0	0	1	0	1	0	0	4	0	0	8
9:00	1	1	2	0	0	2	1	0	0	0	0	0	1	4	0	1	12
9:15	2	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	6
9:30	1	0	0	0	1	1	0	0	1	1	0	0	0	1	0	0	6
9:45	1	0	0	0	1	1	0	0	1	0	3	0	0	1	0	0	8
10:00	2	0	1	0	0	1	1	0	1	0	0	0	1	2	1	0	10
10:15	4	0	1	0	1	1	0	0	1	0	1	0	0	2	0	0	11
10:30	1	0	0	0	1	2	1	0	0	1	0	0	0	2	0	1	8
10:45	1	0	0	0	0	1	1	0	0	0	1	4	0	3	0	0	7
11:00	0	0	0	0	0	0	0	1	1	0	3	0	1	0	0	1	5
11:15	2	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	6
11:30	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	5
11:45	1	0	0	0	1	0	1	0	2	1	0	0	1	4	0	1	11
12:00	2	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	5
12:15	2	1	0	0	1	3	0	0	1	0	0	0	0	1	0	0	9
12:30	1	0	0	0	1	1	1	0	0	0	0	0	0	2	1	1	7
12:45	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	5
13:00	1	0	1	0	0	0	1	0	2	1	0	0	1	1	0	0	8
13:15	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4
13:30	0	0	0	0	1	1	1	0	0	0	1	0	0	2	0	0	6
13:45	2	0	0	0	0	1	0	0	0	1	0	0	0	4	1	0	9
14:00	2	0	0	0	0	2	1	0	0	0	0	0	1	1	0	0	7
14:15	2	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	6
14:30	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	3
14:45	1	0	0	0	1	0	1	0	0	0	1	0	1	1	1	1	7
15:00	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	5
15:15	2	0	0	1	0	2	1	0	0	0	0	0	0	3	0	1	8
15:30	0	0	0	0	1	5	1	1	0	1	0	0	0	0	0	2	8
15:45	2	0	1	0	0	2	1	0	1	1	0	1	0	2	0	0	10
16:00	0	0	0	0	1	3	1	0	0	0	0	2	0	1	0	0	6
16:15	1	0	1	0	0	3	0	0	0	0	0	0	0	1	0	0	6
16:30	0	0	0	0	1	3	0	0	0	1	0	0	0	2	0	0	7
16:45	0	0	1	0	0	3	1	0	0	0	0	0	0	2	0	0	7
17:00	1	0	0	0	2	3	0	0	0	0	0	0	1	0	0	1	7
17:15	0	0	1	1	0	2	0	0	0	0	0	0	0	3	0	0	6
17:30	0	0	0	0	1	4	0	0	0	0	0	2	0	0	0	0	5
17:45	1	0	1	0	0	3	0	0	0	0	1	0	0	1	0	0	7
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1
18:15	0	0	1	1	0	4	0	0	0	0	0	0	0	1	0	0	6
18:30	1	0	0	1	1	2	0	0	0	0	0	0	2	0	0	0	6
18:45	0	1	1	0	0	2	0	1	0	0	0	0	0	2	0	0	6
Total	53	5	20	12	25	108	23	7	14	11	16	22	17	105	5	13	402

Location: 41st Street NW at SB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	US 52 Ramp				41st St NW				N/A				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	4	15	9	0	35	36	0	0	0	0	0	0	0	20	49	0	168
6:15	5	21	13	0	38	47	0	0	0	0	0	0	0	15	55	0	194
6:30	6	24	11	2	44	60	0	0	0	0	0	2	0	35	47	1	227
6:45	4	27	20	2	51	79	0	0	0	0	0	0	0	26	59	0	266
7:00	9	33	19	2	50	67	0	0	0	0	0	0	0	39	59	0	276
7:15	6	28	24	3	52	113	0	0	0	0	0	0	0	43	50	0	316
7:30	13	41	71	19	86	108	0	0	0	0	0	1	0	46	77	0	442
7:45	8	47	32	3	77	147	0	0	0	0	0	0	0	61	66	0	438
8:00	10	36	43	4	52	119	0	0	0	0	0	1	0	59	50	1	369
8:15	7	35	29	1	48	108	0	0	0	0	0	0	0	70	57	0	354
8:30	10	32	31	1	53	105	0	0	0	0	0	1	0	67	75	0	373
8:45	12	31	35	2	66	126	0	0	0	0	0	0	0	92	80	0	442
9:00	13	20	30	0	34	101	0	0	0	0	0	0	0	75	86	0	359
9:15	8	24	28	0	32	93	0	0	0	0	0	0	0	82	73	0	340
9:30	11	17	26	2	48	131	0	0	0	0	0	0	0	83	86	0	402
9:45	4	24	36	1	44	100	0	0	0	0	0	0	0	89	78	0	375
10:00	14	21	36	1	35	131	0	0	0	0	0	0	0	91	86	0	414
10:15	12	20	29	2	58	107	0	0	0	0	0	0	0	97	93	0	416
10:30	10	22	36	1	60	116	0	0	0	0	0	0	0	123	95	0	462
10:45	15	23	29	0	50	113	0	0	0	0	0	2	0	117	88	0	435
11:00	15	18	34	1	42	109	0	0	0	0	0	0	0	102	106	0	426
11:15	16	27	33	5	47	135	0	0	0	0	0	0	0	124	119	0	501
11:30	15	14	27	2	56	132	0	0	0	0	0	0	0	142	124	0	510
11:45	17	24	39	3	56	147	0	0	0	0	0	0	0	142	126	0	551
12:00	10	16	29	2	63	140	0	0	0	0	0	0	0	141	129	0	528
12:15	11	29	50	1	65	141	0	0	0	0	0	0	0	141	139	0	576
12:30	19	22	37	1	68	131	0	0	0	0	0	1	0	163	145	0	585
12:45	18	21	39	0	62	128	0	0	0	0	0	1	0	167	125	0	560
13:00	12	14	27	3	62	114	0	0	0	0	0	0	0	140	128	1	497
13:15	16	20	38	0	61	139	0	0	0	0	0	0	0	135	112	0	521
13:30	13	22	34	0	57	129	0	0	0	0	0	0	0	151	142	0	548
13:45	16	13	35	1	72	150	0	0	0	0	0	0	0	141	127	0	554
14:00	15	17	24	0	55	115	0	0	0	0	0	0	0	153	127	0	506
14:15	12	20	23	2	61	142	0	0	0	0	0	0	0	140	114	0	512
14:30	16	21	28	2	74	128	0	0	0	0	0	1	0	135	127	0	529
14:45	22	11	31	0	66	146	0	0	0	0	0	1	0	132	98	0	506
15:00	20	18	30	1	54	117	0	1	0	0	0	1	0	141	135	0	515
15:15	18	15	28	0	57	138	0	0	0	0	0	2	0	175	133	0	564
15:30	14	21	26	2	72	132	0	0	0	0	0	1	0	167	144	0	576
15:45	14	23	31	0	71	181	0	0	0	0	0	0	0	162	143	0	625
16:00	19	28	34	3	64	154	0	0	0	0	0	1	0	197	156	1	652
16:15	22	30	29	3	82	142	0	0	0	0	0	4	0	197	186	0	688
16:30	20	20	19	2	68	131	0	0	0	0	0	0	0	185	162	0	605
16:45	18	31	45	6	90	158	0	0	0	0	0	2	0	184	154	0	680
17:00	21	42	33	1	83	127	0	0	0	0	0	0	0	221	167	0	694
17:15	13	23	33	3	95	170	0	0	0	0	0	0	0	166	163	0	663
17:30	22	31	26	2	64	140	0	0	0	0	0	2	0	173	164	0	620
17:45	18	23	24	0	71	129	0	0	0	0	0	3	0	157	121	0	543
18:00	17	19	34	3	67	108	0	0	0	0	0	0	0	149	128	1	522
18:15	14	16	17	3	51	111	0	0	0	0	0	2	0	126	133	1	468
18:30	18	12	20	4	40	99	0	0	0	0	0	0	0	109	110	0	408
18:45	10	18	12	2	64	107	0	0	0	0	0	1	0	126	115	0	452
Total	702	1220	1556	104	3073	6277	0	1	0	0	0	30	0	6214	5711	6	24753
Cars+	694	1196	1537	67	3053	6140	0	0	0	0	0	18	0	6149	5602	4	24371
Trucks	8	24	19	37	20	137	0	1	0	0	0	12	0	65	109	2	382
% Trucks	1.1	2.0	1.2	35.6	0.7	2.2	0.0	100.0	0.0	0.0	0.0	40.0	0.0	1.0	1.9	33.3	
	1.5				1.7				0.0				1.5				1.5

Location: 41st Street NW at SB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	US 52 Ramp				41st St NW				N/A				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	4	15	7	0	35	31	0	0	0	0	0	0	0	19	47	0	158
6:15	5	21	13	0	37	45	0	0	0	0	0	0	0	14	51	0	186
6:30	6	24	10	1	44	55	0	0	0	0	0	2	0	32	45	1	216
6:45	4	27	19	1	51	77	0	0	0	0	0	0	0	24	56	0	258
7:00	8	32	18	1	48	61	0	0	0	0	0	0	0	37	56	0	260
7:15	6	28	24	3	51	108	0	0	0	0	0	0	0	41	49	0	307
7:30	13	40	69	3	86	105	0	0	0	0	0	1	0	46	73	0	432
7:45	8	47	30	2	77	146	0	0	0	0	0	0	0	60	59	0	427
8:00	10	35	42	4	52	116	0	0	0	0	0	0	0	58	48	0	361
8:15	6	35	28	1	47	105	0	0	0	0	0	0	0	65	54	0	340
8:30	10	31	29	0	52	102	0	0	0	0	0	1	0	65	71	0	360
8:45	12	31	35	0	66	124	0	0	0	0	0	0	0	90	75	0	433
9:00	13	19	30	0	34	98	0	0	0	0	0	0	0	75	82	0	351
9:15	8	24	28	0	31	92	0	0	0	0	0	0	0	81	68	0	332
9:30	11	17	26	1	47	128	0	0	0	0	0	0	0	82	85	0	396
9:45	4	24	36	1	43	99	0	0	0	0	0	0	0	88	74	0	368
10:00	14	20	36	1	34	129	0	0	0	0	0	0	0	91	83	0	407
10:15	12	18	27	2	58	107	0	0	0	0	0	0	0	96	88	0	406
10:30	9	22	35	1	59	113	0	0	0	0	0	0	0	121	93	0	452
10:45	15	21	29	0	50	111	0	0	0	0	0	0	0	115	86	0	427
11:00	14	18	33	1	42	109	0	0	0	0	0	0	0	101	104	0	421
11:15	16	25	33	4	47	135	0	0	0	0	0	0	0	121	116	0	493
11:30	15	14	27	2	55	128	0	0	0	0	0	0	0	142	123	0	504
11:45	17	22	39	3	55	145	0	0	0	0	0	0	0	138	125	0	541
12:00	10	16	29	2	63	138	0	0	0	0	0	0	0	141	127	0	524
12:15	11	29	49	0	64	138	0	0	0	0	0	0	0	140	137	0	568
12:30	19	22	37	0	68	128	0	0	0	0	0	1	0	162	143	0	579
12:45	17	21	39	0	61	128	0	0	0	0	0	0	0	165	123	0	554
13:00	12	13	27	3	62	113	0	0	0	0	0	0	0	139	127	1	493
13:15	16	19	38	0	60	138	0	0	0	0	0	0	0	135	111	0	517
13:30	13	21	34	0	57	126	0	0	0	0	0	0	0	149	142	0	542
13:45	16	11	35	1	72	149	0	0	0	0	0	0	0	138	124	0	545
14:00	15	17	24	0	55	112	0	0	0	0	0	0	0	151	126	0	500
14:15	12	20	23	1	61	141	0	0	0	0	0	0	0	138	112	0	507
14:30	16	21	28	1	74	126	0	0	0	0	0	0	0	135	126	0	526
14:45	22	11	31	0	66	145	0	0	0	0	0	1	0	130	97	0	502
15:00	20	18	29	0	54	115	0	0	0	0	0	1	0	141	134	0	511
15:15	18	15	28	0	57	135	0	0	0	0	0	2	0	173	130	0	556
15:30	14	20	26	2	70	126	0	0	0	0	0	0	0	167	144	0	567
15:45	14	23	31	0	71	178	0	0	0	0	0	0	0	160	141	0	618
16:00	18	28	34	3	64	149	0	0	0	0	0	0	0	197	155	1	645
16:15	21	29	29	3	81	139	0	0	0	0	0	2	0	196	185	0	680
16:30	20	20	19	2	68	126	0	0	0	0	0	0	0	185	160	0	598
16:45	18	31	45	6	90	154	0	0	0	0	0	1	0	183	154	0	675
17:00	20	40	33	0	82	122	0	0	0	0	0	0	0	221	165	0	683
17:15	13	23	33	1	95	168	0	0	0	0	0	0	0	164	162	0	658
17:30	22	31	26	2	64	135	0	0	0	0	0	0	0	173	164	0	615
17:45	18	23	24	0	71	126	0	0	0	0	0	3	0	155	120	0	537
18:00	17	19	34	3	67	107	0	0	0	0	0	0	0	149	127	0	520
18:15	14	16	17	2	51	108	0	0	0	0	0	2	0	126	132	1	464
18:30	18	11	20	1	40	96	0	0	0	0	0	0	0	109	109	0	403
18:45	10	18	12	2	64	105	0	0	0	0	0	1	0	125	114	0	448
Total	694	1196	1537	67	3053	6140	0	0	0	0	0	18	0	6149	5602	4	24371

Location: 41st Street NW at SB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	US 52 Ramp				41st St NW				N/A				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	2	0	0	5	0	0	0	0	0	0	0	1	2	0	10
6:15	0	0	0	0	1	2	0	0	0	0	0	0	0	1	4	0	8
6:30	0	0	1	1	0	5	0	0	0	0	0	0	0	3	2	0	11
6:45	0	0	1	1	0	2	0	0	0	0	0	0	0	2	3	0	8
7:00	1	1	1	1	2	6	0	0	0	0	0	0	0	2	3	0	16
7:15	0	0	0	0	1	5	0	0	0	0	0	0	0	2	1	0	9
7:30	0	1	2	16	0	3	0	0	0	0	0	0	0	0	4	0	10
7:45	0	0	2	1	0	1	0	0	0	0	0	0	0	1	7	0	11
8:00	0	1	1	0	0	3	0	0	0	0	0	1	0	1	2	1	8
8:15	1	0	1	0	1	3	0	0	0	0	0	0	0	5	3	0	14
8:30	0	1	2	1	1	3	0	0	0	0	0	0	0	2	4	0	13
8:45	0	0	0	2	0	2	0	0	0	0	0	0	0	2	5	0	9
9:00	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4	0	8
9:15	0	0	0	0	1	1	0	0	0	0	0	0	0	1	5	0	8
9:30	0	0	0	1	1	3	0	0	0	0	0	0	0	1	1	0	6
9:45	0	0	0	0	1	1	0	0	0	0	0	0	0	1	4	0	7
10:00	0	1	0	0	1	2	0	0	0	0	0	0	0	0	3	0	7
10:15	0	2	2	0	0	0	0	0	0	0	0	0	0	1	5	0	10
10:30	1	0	1	0	1	3	0	0	0	0	0	0	0	2	2	0	10
10:45	0	2	0	0	0	2	0	0	0	0	0	2	0	2	2	0	8
11:00	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	5
11:15	0	2	0	1	0	0	0	0	0	0	0	0	0	3	3	0	8
11:30	0	0	0	0	1	4	0	0	0	0	0	0	0	0	1	0	6
11:45	0	2	0	0	1	2	0	0	0	0	0	0	0	4	1	0	10
12:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	4
12:15	0	0	1	1	1	3	0	0	0	0	0	0	0	1	2	0	8
12:30	0	0	0	1	0	3	0	0	0	0	0	0	0	1	2	0	6
12:45	1	0	0	0	1	0	0	0	0	0	0	1	0	2	2	0	6
13:00	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	4
13:15	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	4
13:30	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	6
13:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3	3	0	9
14:00	0	0	0	0	0	3	0	0	0	0	0	0	0	2	1	0	6
14:15	0	0	0	1	0	1	0	0	0	0	0	0	0	2	2	0	5
14:30	0	0	0	1	0	2	0	0	0	0	0	1	0	0	1	0	3
14:45	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	4
15:00	0	0	1	1	0	2	0	1	0	0	0	0	0	0	1	0	4
15:15	0	0	0	0	0	3	0	0	0	0	0	0	0	2	3	0	8
15:30	0	1	0	0	2	6	0	0	0	0	0	1	0	0	0	0	9
15:45	0	0	0	0	0	3	0	0	0	0	0	0	0	2	2	0	7
16:00	1	0	0	0	0	5	0	0	0	0	0	1	0	0	1	0	7
16:15	1	1	0	0	1	3	0	0	0	0	0	2	0	1	1	0	8
16:30	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	7
16:45	0	0	0	0	0	4	0	0	0	0	0	1	0	1	0	0	5
17:00	1	2	0	1	1	5	0	0	0	0	0	0	0	0	2	0	11
17:15	0	0	0	2	0	2	0	0	0	0	0	0	0	2	1	0	5
17:30	0	0	0	0	0	5	0	0	0	0	0	2	0	0	0	0	5
17:45	0	0	0	0	0	3	0	0	0	0	0	0	0	2	1	0	6
18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	2
18:15	0	0	0	1	0	3	0	0	0	0	0	0	0	0	1	0	4
18:30	0	1	0	3	0	3	0	0	0	0	0	0	0	0	1	0	5
18:45	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
Total	8	24	19	37	20	137	0	1	0	0	0	12	0	65	109	2	382

Location: 41st Street NW at NB US 52 Ramp E Frontage Road
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	N/A				41st St NW				E Frontage Rd				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	0	0	0	58	8	0	15	0	13	0	8	17	0	0	119
6:15	0	0	0	0	0	62	8	0	23	0	12	1	3	16	0	0	124
6:30	0	0	0	2	0	73	7	0	31	0	15	1	7	34	0	0	167
6:45	0	0	0	2	0	96	3	0	37	0	16	0	3	29	0	0	184
7:00	0	0	0	2	0	97	6	0	24	0	24	0	7	40	0	0	198
7:15	0	0	0	4	0	111	3	0	52	0	17	0	6	41	0	0	230
7:30	0	0	0	19	0	138	8	0	60	0	27	1	7	55	0	0	295
7:45	0	0	0	3	0	150	8	0	74	0	38	1	12	58	0	0	340
8:00	0	0	0	5	0	116	11	0	57	0	22	1	10	60	0	0	276
8:15	0	0	0	0	0	118	6	0	36	1	26	0	21	52	0	0	260
8:30	0	0	0	1	0	110	13	0	49	0	36	1	17	60	0	0	285
8:45	0	0	0	2	0	152	18	0	39	0	43	0	17	88	0	0	357
9:00	0	0	0	0	0	91	11	0	44	0	24	0	26	61	0	0	257
9:15	0	0	0	0	0	94	10	0	36	1	24	0	17	71	0	0	253
9:30	0	0	0	2	0	137	13	0	40	1	19	0	22	76	0	0	308
9:45	0	0	0	1	0	101	19	0	44	0	32	0	17	77	0	0	290
10:00	0	0	0	1	0	121	12	0	49	2	26	0	20	82	0	0	312
10:15	0	0	0	2	0	119	7	0	47	3	28	2	27	88	0	0	319
10:30	0	0	0	1	0	137	13	0	35	2	23	0	21	114	0	0	345
10:45	0	0	0	0	0	121	14	0	44	2	26	2	31	96	0	0	334
11:00	0	0	0	1	0	122	14	0	36	0	21	0	37	84	0	0	314
11:15	0	0	0	5	0	130	12	0	52	3	31	0	29	102	0	0	359
11:30	0	0	0	2	0	154	18	0	40	2	33	1	38	125	0	0	410
11:45	0	0	0	3	0	156	19	0	49	1	37	0	21	131	0	0	414
12:00	0	0	0	0	0	150	19	0	48	5	36	0	32	129	0	0	419
12:15	0	0	0	1	0	162	14	0	54	4	35	3	36	118	0	0	423
12:30	0	0	0	1	0	141	14	0	51	1	36	1	38	136	0	0	417
12:45	0	0	0	0	0	135	14	0	58	2	52	1	45	139	0	0	445
13:00	0	0	0	3	0	134	17	0	41	2	46	0	30	124	0	0	394
13:15	0	0	0	2	0	157	10	0	53	1	31	0	32	119	0	0	403
13:30	0	0	0	0	0	149	17	0	35	3	40	2	49	118	0	0	411
13:45	0	0	0	0	0	176	18	0	50	2	44	1	30	126	0	0	446
14:00	0	0	0	1	0	128	11	0	37	6	35	0	33	130	0	0	380
14:15	0	0	0	2	0	140	11	0	67	6	28	0	40	114	0	0	406
14:30	0	0	0	1	0	160	19	0	52	3	42	0	35	115	0	0	426
14:45	0	0	0	0	0	149	26	0	58	5	42	0	29	125	0	0	434
15:00	0	0	0	0	0	128	16	0	42	6	31	3	33	130	0	0	386
15:15	0	0	0	0	0	140	19	0	53	3	42	2	42	149	0	0	448
15:30	0	0	0	2	0	158	23	0	51	5	40	1	56	129	0	0	462
15:45	0	0	0	0	0	167	23	0	82	4	60	0	36	138	0	0	510
16:00	0	0	0	3	0	160	24	0	61	4	46	1	49	154	0	0	498
16:15	0	0	0	4	0	164	21	0	55	5	52	4	66	148	0	0	511
16:30	0	0	0	5	0	155	40	0	46	4	57	0	58	154	0	0	514
16:45	0	0	0	2	0	182	24	0	61	4	64	2	61	142	0	0	538
17:00	0	0	0	4	0	171	25	0	53	4	59	0	47	191	0	0	550
17:15	0	0	0	3	0	195	23	0	58	3	50	0	45	143	0	0	517
17:30	0	0	0	1	0	159	27	0	51	0	60	2	55	132	0	0	484
17:45	0	0	0	1	0	145	16	0	48	3	46	3	45	134	0	0	437
18:00	0	0	0	3	0	146	17	0	35	3	44	0	31	137	1	0	414
18:15	0	0	0	4	0	123	13	0	42	4	43	2	26	113	0	0	364
18:30	0	0	0	2	0	97	17	0	41	4	36	0	27	101	0	0	323
18:45	0	0	0	3	0	128	9	0	42	1	35	1	29	109	1	0	354
Total	0	0	0	106	0	6963	788	0	2438	115	1845	40	1559	5354	2	0	19064
Cars+	0	0	0	72	0	6884	781	0	2361	115	1783	28	1542	5298	2	0	18766
Trucks	0	0	0	34	0	79	7	0	77	0	62	12	17	56	0	0	298
% Trucks	0.0	0.0	0.0	32.1	0.0	1.1	0.9	0.0	3.2	0.0	3.4	30.0	1.1	1.0	0.0	0.0	
	0.0				1.1				3.2				1.1				1.6

Location: 41st Street NW at NB US 52 Ramp E Frontage Road
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	N/A				41st St NW				E Frontage Rd				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	0	0	0	0	56	8	0	12	0	11	0	7	17	0	0	111
6:15	0	0	0	0	0	60	8	0	22	0	12	1	3	15	0	0	120
6:30	0	0	0	1	0	71	7	0	28	0	13	1	6	32	0	0	157
6:45	0	0	0	1	0	94	3	0	36	0	15	0	3	27	0	0	178
7:00	0	0	0	1	0	94	6	0	20	0	21	0	7	37	0	0	185
7:15	0	0	0	4	0	106	3	0	51	0	17	0	6	39	0	0	222
7:30	0	0	0	3	0	137	8	0	58	0	25	1	7	55	0	0	290
7:45	0	0	0	2	0	150	8	0	73	0	38	1	12	57	0	0	338
8:00	0	0	0	5	0	114	11	0	56	0	20	0	9	59	0	0	269
8:15	0	0	0	0	0	116	6	0	35	1	26	0	20	48	0	0	252
8:30	0	0	0	0	0	107	13	0	48	0	35	1	17	58	0	0	278
8:45	0	0	0	0	0	152	18	0	37	0	42	0	16	87	0	0	352
9:00	0	0	0	0	0	90	11	0	42	0	23	0	26	61	0	0	253
9:15	0	0	0	0	0	92	10	0	36	1	24	0	16	71	0	0	250
9:30	0	0	0	1	0	134	13	0	39	1	18	0	22	75	0	0	302
9:45	0	0	0	1	0	100	19	0	43	0	30	0	17	76	0	0	285
10:00	0	0	0	1	0	118	12	0	49	2	25	0	20	82	0	0	308
10:15	0	0	0	2	0	119	7	0	47	3	27	2	27	87	0	0	317
10:30	0	0	0	1	0	133	13	0	35	2	22	0	19	113	0	0	337
10:45	0	0	0	0	0	121	14	0	42	2	25	0	30	95	0	0	329
11:00	0	0	0	1	0	122	14	0	36	0	20	0	37	82	0	0	311
11:15	0	0	0	4	0	130	12	0	52	3	31	0	28	100	0	0	356
11:30	0	0	0	2	0	149	18	0	40	2	32	1	38	125	0	0	404
11:45	0	0	0	3	0	154	19	0	47	1	35	0	20	128	0	0	404
12:00	0	0	0	0	0	150	18	0	47	5	34	0	32	129	0	0	415
12:15	0	0	0	1	0	161	14	0	51	4	35	3	35	118	0	0	418
12:30	0	0	0	1	0	139	14	0	50	1	34	1	38	135	0	0	411
12:45	0	0	0	0	0	134	12	0	58	2	48	0	45	136	0	0	435
13:00	0	0	0	2	0	133	17	0	41	2	43	0	30	123	0	0	389
13:15	0	0	0	2	0	155	10	0	53	1	31	0	32	119	0	0	401
13:30	0	0	0	0	0	147	16	0	34	3	39	2	48	117	0	0	404
13:45	0	0	0	0	0	176	18	0	49	2	42	1	30	123	0	0	440
14:00	0	0	0	1	0	127	11	0	35	6	34	0	33	128	0	0	374
14:15	0	0	0	1	0	140	11	0	66	6	28	0	39	113	0	0	403
14:30	0	0	0	1	0	158	19	0	51	3	41	0	35	115	0	0	422
14:45	0	0	0	0	0	149	25	0	58	5	41	0	28	124	0	0	430
15:00	0	0	0	0	0	127	16	0	41	6	30	2	33	130	0	0	383
15:15	0	0	0	0	0	140	19	0	50	3	40	2	42	147	0	0	441
15:30	0	0	0	2	0	153	23	0	48	5	39	0	56	129	0	0	453
15:45	0	0	0	0	0	167	23	0	79	4	58	0	35	137	0	0	503
16:00	0	0	0	3	0	157	24	0	58	4	46	0	49	153	0	0	491
16:15	0	0	0	4	0	163	21	0	53	5	50	2	66	146	0	0	504
16:30	0	0	0	5	0	153	40	0	43	4	57	0	58	154	0	0	509
16:45	0	0	0	1	0	182	24	0	57	4	62	1	61	141	0	0	531
17:00	0	0	0	3	0	166	25	0	51	4	59	0	47	191	0	0	543
17:15	0	0	0	1	0	195	23	0	57	3	48	0	44	141	0	0	511
17:30	0	0	0	1	0	157	27	0	48	0	60	0	55	132	0	0	479
17:45	0	0	0	1	0	145	16	0	45	3	44	3	45	132	0	0	430
18:00	0	0	0	3	0	146	15	0	34	3	43	0	31	137	1	0	410
18:15	0	0	0	3	0	122	13	0	40	4	41	2	26	113	0	0	359
18:30	0	0	0	0	0	95	17	0	40	4	36	0	27	101	0	0	320
18:45	0	0	0	3	0	128	9	0	40	1	33	1	29	108	1	0	349
Total	0	0	0	72	0	6884	781	0	2361	115	1783	28	1542	5298	2	0	18766

Location: 41st Street NW at NB US 52 Ramp E Frontage Road
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	N/A				41st St NW				E Frontage Rd				41st ST NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	2	0	0	3	0	2	0	1	0	0	0	8
6:15	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	4
6:30	0	0	0	1	0	2	0	0	3	0	2	0	1	2	0	0	10
6:45	0	0	0	1	0	2	0	0	1	0	1	0	0	2	0	0	6
7:00	0	0	0	1	0	3	0	0	4	0	3	0	0	3	0	0	13
7:15	0	0	0	0	0	5	0	0	1	0	0	0	0	2	0	0	8
7:30	0	0	0	16	0	1	0	0	2	0	2	0	0	0	0	0	5
7:45	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	2
8:00	0	0	0	0	0	2	0	0	1	0	2	1	1	1	0	0	7
8:15	0	0	0	0	0	2	0	0	1	0	0	0	1	4	0	0	8
8:30	0	0	0	1	0	3	0	0	1	0	1	0	0	2	0	0	7
8:45	0	0	0	2	0	0	0	0	2	0	1	0	1	1	0	0	5
9:00	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	4
9:15	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
9:30	0	0	0	1	0	3	0	0	1	0	1	0	0	1	0	0	6
9:45	0	0	0	0	0	1	0	0	1	0	2	0	0	1	0	0	5
10:00	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	4
10:15	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
10:30	0	0	0	0	0	4	0	0	0	0	1	0	2	1	0	0	8
10:45	0	0	0	0	0	0	0	0	2	0	1	2	1	1	0	0	5
11:00	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3
11:15	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	3
11:30	0	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	6
11:45	0	0	0	0	0	2	0	0	2	0	2	0	1	3	0	0	10
12:00	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4
12:15	0	0	0	0	0	1	0	0	3	0	0	0	1	0	0	0	5
12:30	0	0	0	0	0	2	0	0	1	0	2	0	0	1	0	0	6
12:45	0	0	0	0	0	1	2	0	0	0	4	1	0	3	0	0	10
13:00	0	0	0	1	0	1	0	0	0	0	3	0	0	1	0	0	5
13:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	2	1	0	1	0	1	0	1	1	0	0	7
13:45	0	0	0	0	0	0	0	0	1	0	2	0	0	3	0	0	6
14:00	0	0	0	0	0	1	0	0	2	0	1	0	0	2	0	0	6
14:15	0	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0	3
14:30	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	4
14:45	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	4
15:00	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0	0	3
15:15	0	0	0	0	0	0	0	0	3	0	2	0	0	2	0	0	7
15:30	0	0	0	0	0	5	0	0	3	0	1	1	0	0	0	0	9
15:45	0	0	0	0	0	0	0	0	3	0	2	0	1	1	0	0	7
16:00	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	7
16:15	0	0	0	0	0	1	0	0	2	0	2	2	0	2	0	0	7
16:30	0	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	5
16:45	0	0	0	1	0	0	0	0	4	0	2	1	0	1	0	0	7
17:00	0	0	0	1	0	5	0	0	2	0	0	0	0	0	0	0	7
17:15	0	0	0	2	0	0	0	0	1	0	2	0	1	2	0	0	6
17:30	0	0	0	0	0	2	0	0	3	0	0	2	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	3	0	2	0	0	2	0	0	7
18:00	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	4
18:15	0	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	5
18:30	0	0	0	2	0	2	0	0	1	0	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	0	5
Total	0	0	0	34	0	79	7	0	77	0	62	12	17	56	0	0	298

Location: 41st Street NW at E Frontage Rd
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	E Frontage Rd				41st St NW				No name road				41st St NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	1	1	32	0	1	34	2	1	1	0	1	0	10	18	2	0	103
6:15	2	1	27	0	0	41	4	1	1	0	1	1	11	17	1	0	106
6:30	0	2	31	3	0	46	1	0	2	1	0	0	19	29	1	1	132
6:45	1	0	40	1	1	59	8	0	2	1	4	0	22	22	1	0	161
7:00	4	2	34	0	1	66	9	0	3	1	3	0	30	28	4	0	185
7:15	5	0	54	1	3	57	9	0	3	3	2	0	22	32	5	0	195
7:30	4	3	67	19	1	77	3	1	2	2	2	0	29	48	5	0	243
7:45	15	2	61	3	3	92	15	1	2	0	3	0	49	40	7	0	289
8:00	13	5	52	2	4	71	20	1	10	7	3	1	32	41	9	0	267
8:15	2	4	51	1	5	63	9	1	4	3	1	0	29	49	3	0	223
8:30	7	7	37	0	3	76	16	1	9	6	1	1	34	51	9	0	256
8:45	9	7	55	0	1	107	16	2	10	5	5	0	37	83	12	0	347
9:00	5	4	31	0	7	61	10	3	8	8	3	0	27	41	18	0	223
9:15	9	3	31	0	5	57	12	2	19	7	2	0	32	45	19	0	241
9:30	8	8	53	1	5	80	9	0	17	9	7	0	28	53	17	0	294
9:45	9	12	45	1	2	58	8	2	17	7	4	0	33	49	22	0	266
10:00	7	8	39	2	5	69	8	2	24	3	6	0	31	53	22	1	275
10:15	9	5	49	1	4	62	7	1	14	12	3	2	44	58	19	0	286
10:30	7	13	57	1	10	71	12	1	21	5	13	0	43	70	23	1	345
10:45	12	11	43	1	6	65	10	1	24	7	4	2	36	64	22	0	304
11:00	8	9	42	0	4	71	13	0	25	10	5	0	32	58	18	0	295
11:15	12	4	51	4	12	67	11	1	32	6	13	0	47	60	29	0	344
11:30	13	10	60	1	5	74	15	0	29	3	15	0	49	80	26	0	379
11:45	18	12	70	3	3	74	14	3	32	17	12	0	58	81	25	2	416
12:00	18	18	73	0	4	66	12	3	23	10	5	0	63	82	23	0	397
12:15	18	6	73	0	8	76	21	1	25	11	6	2	49	79	24	3	396
12:30	23	11	71	0	7	54	14	0	28	10	7	0	64	81	28	0	398
12:45	15	15	68	0	8	55	16	3	28	14	6	1	68	96	27	0	416
13:00	13	9	54	2	4	66	11	0	32	13	7	0	46	84	33	0	372
13:15	18	12	65	2	3	71	11	0	31	17	5	0	52	71	31	0	387
13:30	14	8	65	0	4	66	15	1	33	11	7	1	51	79	23	0	376
13:45	20	5	65	0	5	93	13	2	33	15	7	0	53	100	24	0	433
14:00	22	7	54	1	8	60	12	1	26	11	5	0	51	83	29	1	368
14:15	15	18	56	2	3	73	12	0	28	19	11	0	47	73	23	0	378
14:30	23	16	73	0	7	67	17	1	34	13	11	1	53	78	25	0	417
14:45	20	8	58	0	13	86	21	0	29	9	9	0	55	97	22	0	427
15:00	15	10	48	0	5	71	7	4	26	14	9	0	46	83	31	0	365
15:15	18	7	60	0	4	80	8	1	20	13	9	2	60	95	32	2	406
15:30	11	12	62	1	4	78	10	1	38	20	6	1	52	97	27	0	417
15:45	22	9	74	1	8	88	16	1	32	16	12	0	68	99	28	0	472
16:00	24	9	71	2	9	84	13	0	27	17	13	0	65	119	20	0	471
16:15	15	15	65	5	3	93	12	2	26	4	12	2	63	102	35	0	445
16:30	28	15	77	3	9	94	6	1	29	12	12	0	77	102	33	0	494
16:45	23	11	85	0	3	89	14	1	37	12	17	1	76	113	21	0	501
17:00	27	18	85	4	12	76	14	1	26	14	11	0	78	128	34	0	523
17:15	26	19	88	5	12	95	17	5	35	20	13	0	67	116	20	0	528
17:30	23	12	65	1	13	86	13	0	34	16	14	2	65	104	18	0	463
17:45	26	14	73	1	7	62	14	2	28	11	11	0	48	114	25	0	433
18:00	30	8	68	5	9	65	12	1	33	17	21	3	57	106	21	0	447
18:15	10	9	45	2	6	70	9	0	18	11	12	1	52	84	16	0	342
18:30	22	14	38	1	5	59	8	1	17	8	8	0	45	71	17	0	312
18:45	5	6	57	2	5	72	13	2	7	15	13	0	46	88	12	0	339
Total	724	454	2948	85	279	3693	602	60	1094	496	392	24	2401	3794	1021	11	17898
Cars+	720	453	2908	57	279	3648	594	43	1092	495	390	14	2342	3737	1019	10	17677
Trucks	4	1	40	28	0	45	8	17	2	1	2	10	59	57	2	1	221
% Trucks	0.6	0.2	1.4	32.9	0.0	1.2	1.3	28.3	0.2	0.2	0.5	41.7	2.5	1.5	0.2	9.1	
	1.1				1.2				0.3				1.6				1.2

Location: 41st Street NW at E Frontage Rd
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	E Frontage Rd				41st St NW				No name road				41st St NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	1	1	31	0	1	33	2	1	1	0	1	0	8	18	2	0	99
6:15	2	1	26	0	0	40	4	1	1	0	1	1	11	16	1	0	103
6:30	0	2	30	2	0	45	0	0	2	1	0	0	17	27	1	1	125
6:45	1	0	38	1	1	59	8	0	2	1	4	0	21	20	1	0	156
7:00	4	1	33	0	1	64	9	0	3	1	3	0	26	26	4	0	175
7:15	5	0	52	1	3	54	9	0	3	3	2	0	22	30	5	0	188
7:30	4	3	67	3	1	76	3	1	2	2	2	0	27	48	5	0	240
7:45	15	2	61	2	3	92	15	1	2	0	3	0	49	39	7	0	288
8:00	13	5	51	2	4	70	20	1	10	7	3	0	30	41	8	0	262
8:15	2	4	51	1	5	61	8	1	4	3	1	0	28	45	3	0	215
8:30	7	7	36	0	3	74	15	0	9	6	1	1	33	49	9	0	249
8:45	8	7	55	0	1	107	16	1	10	5	4	0	36	82	12	0	343
9:00	5	4	31	0	7	60	10	3	8	7	3	0	26	41	18	0	220
9:15	9	3	30	0	5	56	11	2	19	7	2	0	32	45	19	0	238
9:30	8	8	51	0	5	79	9	0	17	9	7	0	27	52	17	0	289
9:45	9	12	44	1	2	58	8	2	17	7	4	0	31	48	22	0	262
10:00	7	8	38	2	5	67	8	2	24	3	6	0	30	53	22	1	271
10:15	9	5	49	0	4	62	7	1	14	12	3	2	43	57	19	0	284
10:30	7	13	54	1	10	70	12	0	21	5	13	0	42	69	23	0	339
10:45	11	11	43	0	6	65	10	0	24	7	4	0	35	63	22	0	301
11:00	7	9	42	0	4	71	13	0	25	10	5	0	31	56	18	0	291
11:15	12	4	51	3	12	67	10	1	32	6	13	0	47	59	28	0	341
11:30	13	10	58	1	5	72	15	0	28	3	15	0	48	80	26	0	373
11:45	18	12	69	3	3	73	14	3	32	17	12	0	57	77	25	2	409
12:00	18	18	73	0	4	65	12	2	23	10	5	0	61	82	23	0	394
12:15	18	6	73	0	8	75	21	1	25	11	6	2	49	79	24	3	395
12:30	23	11	70	0	7	53	14	0	28	10	7	0	61	81	28	0	393
12:45	15	15	65	0	8	55	16	0	28	14	6	0	66	91	27	0	406
13:00	13	9	54	1	4	65	11	0	32	13	7	0	45	82	33	0	368
13:15	17	12	64	2	3	70	10	0	31	17	5	0	52	70	31	0	382
13:30	14	8	63	0	4	65	15	0	33	11	7	1	50	78	23	0	371
13:45	20	5	65	0	5	93	13	1	33	15	6	0	51	97	24	0	427
14:00	22	7	54	1	8	59	12	1	26	11	5	0	50	81	29	1	364
14:15	15	18	56	1	3	73	12	0	28	19	11	0	47	72	23	0	377
14:30	23	16	72	0	7	66	16	0	34	13	11	0	52	78	25	0	413
14:45	20	8	58	0	13	86	21	0	28	9	9	0	54	96	22	0	424
15:00	15	10	47	0	5	71	7	2	26	14	9	0	45	83	31	0	363
15:15	18	7	60	0	4	80	8	1	20	13	9	2	58	94	32	2	403
15:30	11	12	61	1	4	74	10	1	38	20	6	0	52	96	27	0	411
15:45	22	9	74	1	8	88	16	0	32	16	12	0	66	98	28	0	469
16:00	24	9	69	2	9	83	13	0	27	17	13	0	65	118	20	0	467
16:15	15	15	64	5	3	93	12	2	26	4	12	0	61	101	35	0	441
16:30	28	15	76	3	9	93	6	1	29	12	12	0	77	102	33	0	492
16:45	23	11	85	0	3	89	14	1	37	12	17	1	74	112	21	0	498
17:00	27	18	84	3	12	72	14	0	26	14	11	0	78	127	34	0	517
17:15	26	19	87	4	12	95	17	4	35	20	13	0	65	114	20	0	523
17:30	23	12	64	1	13	85	13	0	34	16	14	0	65	104	18	0	461
17:45	26	14	73	1	7	62	14	2	28	11	11	0	46	112	25	0	429
18:00	30	8	68	5	9	63	11	1	33	17	21	3	56	106	21	0	443
18:15	10	9	44	1	6	70	9	0	18	11	12	1	50	84	16	0	339
18:30	22	14	37	0	5	58	8	1	17	8	8	0	45	71	17	0	310
18:45	5	6	57	2	5	72	13	1	7	15	13	0	44	87	12	0	336
Total	720	453	2908	57	279	3648	594	43	1092	495	390	14	2342	3737	1019	10	17677

Location: 41st Street NW at E Frontage Rd
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	E Frontage Rd				41st St NW				No name road				41st St NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	4
6:15	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	3
6:30	0	0	1	1	0	1	1	0	0	0	0	0	2	2	0	0	7
6:45	0	0	2	0	0	0	0	0	0	0	0	0	1	2	0	0	5
7:00	0	1	1	0	0	2	0	0	0	0	0	0	4	2	0	0	10
7:15	0	0	2	0	0	3	0	0	0	0	0	0	0	2	0	0	7
7:30	0	0	0	16	0	1	0	0	0	0	0	0	2	0	0	0	3
7:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00	0	0	1	0	0	1	0	0	0	0	0	1	2	0	1	0	5
8:15	0	0	0	0	0	2	1	0	0	0	0	0	1	4	0	0	8
8:30	0	0	1	0	0	2	1	1	0	0	0	0	1	2	0	0	7
8:45	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	4
9:00	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	3
9:15	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
9:30	0	0	2	1	0	1	0	0	0	0	0	0	1	1	0	0	5
9:45	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	4
10:00	0	0	1	0	0	2	0	0	0	0	0	0	1	0	0	0	4
10:15	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2
10:30	0	0	3	0	0	1	0	1	0	0	0	0	1	1	0	1	6
10:45	1	0	0	1	0	0	0	1	0	0	0	2	1	1	0	0	3
11:00	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	4
11:15	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	3
11:30	0	0	2	0	0	2	0	0	1	0	0	0	1	0	0	0	6
11:45	0	0	1	0	0	1	0	0	0	0	0	0	1	4	0	0	7
12:00	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	3
12:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	0	5
12:45	0	0	3	0	0	0	0	3	0	0	0	1	2	5	0	0	10
13:00	0	0	0	1	0	1	0	0	0	0	0	0	1	2	0	0	4
13:15	1	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	5
13:30	0	0	2	0	0	1	0	1	0	0	0	0	1	1	0	0	5
13:45	0	0	0	0	0	0	0	1	0	0	1	0	2	3	0	0	6
14:00	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	4
14:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1
14:30	0	0	1	0	0	1	1	1	0	0	0	1	1	0	0	0	4
14:45	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3
15:00	0	0	1	0	0	0	0	2	0	0	0	0	1	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
15:30	0	0	1	0	0	4	0	0	0	0	0	1	0	1	0	0	6
15:45	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	3
16:00	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	4
16:15	0	0	1	0	0	0	0	0	0	0	0	2	2	1	0	0	4
16:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
17:00	0	0	1	1	0	4	0	1	0	0	0	0	0	1	0	0	6
17:15	0	0	1	1	0	0	0	1	0	0	0	0	2	2	0	0	5
17:30	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4
18:00	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	4
18:15	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	3
18:30	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	3
Total	4	1	40	28	0	45	8	17	2	1	2	10	59	57	2	1	221

Location: Marketplace Dr NW at SE Target Access
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Marketplace Dr NW				N/A				Marketplace Dr NW				Target access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	9	1	0	0	0	0	0	3	17	0	0	0	0	1	0	31
6:15	0	5	1	0	0	0	0	0	1	16	0	0	0	0	0	0	23
6:30	0	16	1	0	0	0	0	0	9	11	0	0	0	0	0	0	37
6:45	0	11	1	0	0	0	0	0	11	17	0	0	2	0	0	0	42
7:00	0	15	1	0	0	0	0	0	9	19	0	1	0	0	0	0	44
7:15	0	17	2	0	0	0	0	0	11	35	0	0	3	0	2	0	70
7:30	0	16	5	0	0	0	0	0	10	40	0	0	1	0	4	0	76
7:45	0	20	1	0	0	0	0	0	19	52	0	0	0	0	2	0	94
8:00	0	20	3	0	0	0	0	0	12	42	0	0	3	0	2	0	82
8:15	0	18	3	0	0	0	0	0	17	43	0	0	2	0	3	0	86
8:30	0	20	2	0	0	0	0	0	28	40	0	0	3	0	2	1	95
8:45	0	26	2	0	0	0	0	0	24	54	0	0	4	0	1	0	111
9:00	0	20	2	0	0	0	0	0	40	43	0	0	0	0	3	0	108
9:15	0	25	3	0	0	0	0	0	37	50	0	0	11	0	3	0	129
9:30	0	30	3	0	0	0	0	0	32	54	0	0	11	0	11	0	141
9:45	0	31	4	0	0	0	0	0	45	54	0	0	5	0	8	1	147
10:00	0	33	6	0	0	0	0	0	46	48	0	0	6	0	6	1	145
10:15	0	32	8	1	0	0	0	0	51	56	0	0	11	0	17	0	175
10:30	0	36	4	0	0	0	0	0	44	72	0	0	14	0	15	1	185
10:45	0	29	10	1	0	0	0	0	44	71	0	0	8	0	13	0	175
11:00	0	39	11	0	0	0	0	0	49	64	0	0	11	0	12	1	186
11:15	0	38	14	0	0	0	0	0	51	72	0	0	16	0	19	1	210
11:30	0	51	13	0	0	0	0	0	52	87	0	0	16	0	22	0	241
11:45	0	58	9	0	0	0	0	0	63	124	0	0	16	0	12	1	282
12:00	0	54	6	0	0	0	0	0	56	102	0	0	25	0	9	1	252
12:15	0	57	11	0	0	0	0	0	54	123	0	0	15	0	11	0	271
12:30	0	57	7	0	0	0	0	0	55	108	0	0	20	0	12	1	259
12:45	0	48	8	0	0	0	0	0	61	109	0	0	15	0	18	0	259
13:00	0	59	8	0	0	0	0	0	59	93	0	0	17	0	7	2	243
13:15	0	58	5	0	0	0	0	2	38	93	0	0	11	0	17	0	222
13:30	0	54	9	0	0	0	0	0	55	108	0	0	12	0	12	0	250
13:45	0	59	6	0	0	0	0	0	64	104	0	3	16	0	18	0	267
14:00	0	41	6	0	0	0	0	0	62	86	0	0	14	0	14	1	223
14:15	0	40	9	0	0	0	0	0	52	87	0	0	21	0	15	0	224
14:30	0	55	5	0	0	0	0	0	65	76	0	0	13	0	17	0	231
14:45	0	43	10	0	0	0	0	0	48	92	0	0	16	0	17	0	226
15:00	0	45	6	0	0	0	0	0	64	91	0	0	10	0	13	2	229
15:15	0	40	9	0	0	0	0	0	69	68	0	0	13	0	15	0	214
15:30	0	45	4	0	0	0	0	0	51	88	0	0	16	0	8	5	212
15:45	0	51	3	0	0	0	0	0	62	103	0	0	15	0	10	0	244
16:00	0	53	3	0	0	0	0	0	65	92	0	0	10	0	14	1	237
16:15	0	57	8	0	0	0	0	0	77	109	0	2	15	0	20	0	286
16:30	0	56	10	0	0	0	0	0	68	109	0	1	8	0	18	0	269
16:45	0	68	11	0	0	0	0	0	56	112	0	0	15	0	15	1	277
17:00	0	63	10	0	0	0	0	0	63	103	0	0	16	0	16	1	271
17:15	0	57	6	0	0	0	0	0	73	91	0	3	12	0	13	1	252
17:30	0	56	7	0	0	0	0	0	62	93	0	0	14	0	10	0	242
17:45	0	43	5	0	0	0	0	0	63	74	0	0	18	0	12	0	215
18:00	0	55	5	0	0	0	0	0	61	100	0	0	25	0	12	0	258
18:15	0	51	8	0	0	0	0	0	37	82	0	1	15	0	6	3	199
18:30	0	48	11	0	0	0	0	0	50	93	0	0	13	0	12	2	227
18:45	0	50	8	0	0	0	0	0	33	83	0	0	17	0	13	1	204
Total	0	2078	314	2	0	0	0	2	2331	3853	0	11	570	0	532	29	9678
Cars+	0	2061	295	2	0	0	0	0	2323	3818	0	8	564	0	531	17	9592
Trucks	0	17	19	0	0	0	0	2	8	35	0	3	6	0	1	12	86
% Trucks	0.0	0.8	6.1	0.0	0.0	0.0	0.0	100.0	0.3	0.9	0.0	27.3	1.1	0.0	0.2	41.4	
	1.5				0.0				0.7				0.6				0.9

Location: Marketplace Dr NW at SE Target Access
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	Marketplace Dr NW				N/A				Marketplace Dr NW				Target access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	8	0	0	0	0	0	0	3	17	0	0	0	0	1	0	29
6:15	0	4	1	0	0	0	0	0	1	14	0	0	0	0	0	0	20
6:30	0	15	0	0	0	0	0	0	8	11	0	0	0	0	0	0	34
6:45	0	11	1	0	0	0	0	0	10	16	0	0	2	0	0	0	40
7:00	0	14	0	0	0	0	0	0	9	19	0	0	0	0	0	0	42
7:15	0	16	2	0	0	0	0	0	11	34	0	0	3	0	2	0	68
7:30	0	16	3	0	0	0	0	0	10	39	0	0	1	0	4	0	73
7:45	0	20	1	0	0	0	0	0	19	52	0	0	0	0	2	0	94
8:00	0	20	2	0	0	0	0	0	12	42	0	0	3	0	2	0	81
8:15	0	17	3	0	0	0	0	0	17	42	0	0	1	0	3	0	83
8:30	0	20	1	0	0	0	0	0	28	40	0	0	3	0	2	0	94
8:45	0	26	2	0	0	0	0	0	24	51	0	0	4	0	1	0	108
9:00	0	19	2	0	0	0	0	0	40	43	0	0	0	0	3	0	107
9:15	0	25	3	0	0	0	0	0	37	50	0	0	11	0	3	0	129
9:30	0	30	2	0	0	0	0	0	32	52	0	0	11	0	11	0	138
9:45	0	30	4	0	0	0	0	0	44	52	0	0	4	0	8	1	142
10:00	0	33	6	0	0	0	0	0	46	47	0	0	6	0	6	1	144
10:15	0	31	8	1	0	0	0	0	50	55	0	0	11	0	17	0	172
10:30	0	36	4	0	0	0	0	0	44	72	0	0	12	0	15	0	183
10:45	0	29	9	1	0	0	0	0	44	71	0	0	8	0	12	0	173
11:00	0	39	11	0	0	0	0	0	48	60	0	0	11	0	12	0	181
11:15	0	38	14	0	0	0	0	0	51	72	0	0	16	0	19	1	210
11:30	0	51	13	0	0	0	0	0	52	87	0	0	16	0	22	0	241
11:45	0	57	8	0	0	0	0	0	63	121	0	0	16	0	12	0	277
12:00	0	54	6	0	0	0	0	0	56	102	0	0	25	0	9	1	252
12:15	0	55	11	0	0	0	0	0	54	122	0	0	15	0	11	0	268
12:30	0	56	6	0	0	0	0	0	55	108	0	0	20	0	12	1	257
12:45	0	48	8	0	0	0	0	0	61	109	0	0	15	0	18	0	259
13:00	0	59	8	0	0	0	0	0	59	91	0	0	16	0	7	0	240
13:15	0	57	5	0	0	0	0	0	38	92	0	0	11	0	17	0	220
13:30	0	54	9	0	0	0	0	0	55	108	0	0	12	0	12	0	250
13:45	0	58	5	0	0	0	0	0	63	102	0	3	16	0	18	0	262
14:00	0	41	6	0	0	0	0	0	62	86	0	0	14	0	14	1	223
14:15	0	40	9	0	0	0	0	0	52	86	0	0	21	0	15	0	223
14:30	0	55	5	0	0	0	0	0	64	76	0	0	13	0	17	0	230
14:45	0	42	9	0	0	0	0	0	48	92	0	0	15	0	17	0	223
15:00	0	45	6	0	0	0	0	0	64	91	0	0	10	0	13	1	229
15:15	0	40	9	0	0	0	0	0	68	68	0	0	13	0	15	0	213
15:30	0	45	3	0	0	0	0	0	51	87	0	0	16	0	8	2	210
15:45	0	51	3	0	0	0	0	0	62	101	0	0	15	0	10	0	242
16:00	0	53	3	0	0	0	0	0	65	92	0	0	10	0	14	0	237
16:15	0	57	7	0	0	0	0	0	77	109	0	1	15	0	20	0	285
16:30	0	56	9	0	0	0	0	0	68	108	0	1	8	0	18	0	267
16:45	0	68	11	0	0	0	0	0	56	112	0	0	15	0	15	1	277
17:00	0	62	9	0	0	0	0	0	63	103	0	0	16	0	16	0	269
17:15	0	57	6	0	0	0	0	0	73	91	0	2	12	0	13	1	252
17:30	0	56	6	0	0	0	0	0	62	93	0	0	14	0	10	0	241
17:45	0	43	5	0	0	0	0	0	63	73	0	0	18	0	12	0	214
18:00	0	55	5	0	0	0	0	0	61	100	0	0	25	0	12	0	258
18:15	0	51	8	0	0	0	0	0	37	82	0	1	15	0	6	3	199
18:30	0	48	10	0	0	0	0	0	50	92	0	0	13	0	12	2	225
18:45	0	50	8	0	0	0	0	0	33	83	0	0	17	0	13	1	204
Total	0	2061	295	2	0	0	0	0	2323	3818	0	8	564	0	531	17	9592

Location: Marketplace Dr NW at SE Target Access
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	Marketplace Dr NW				N/A				Marketplace Dr NW				Target access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
6:30	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
6:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
7:00	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2
7:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:30	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
9:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
9:45	0	1	0	0	0	0	0	0	1	2	0	0	1	0	0	0	5
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:15	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2
10:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
11:00	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	1	5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	1	5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
12:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	2	3
13:15	0	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	1	0	0	0	0	0	1	2	0	0	0	0	0	0	5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
14:45	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
15:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	2
15:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	17	19	0	0	0	0	2	8	35	0	3	6	0	1	12	86

Location: Marketplace Dr NW at slip ramp from 37th St NW
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Marketplace Dr NW				Slip Ramp				Marketplace Dr NW				Potbelly store access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	8	0	2	0	0	8	2	0	11	0	1	0	0	0	2	27
6:15	0	3	1	1	1	0	6	0	0	11	0	0	0	0	0	0	22
6:30	0	9	1	0	0	0	15	0	0	5	0	0	0	0	1	0	31
6:45	0	10	0	0	0	0	29	0	0	6	0	0	0	0	0	0	45
7:00	0	14	0	0	1	1	21	0	0	9	0	0	0	0	1	0	47
7:15	0	14	0	0	1	1	27	0	0	14	0	0	0	0	1	0	58
7:30	0	14	0	0	6	0	37	0	0	11	0	0	0	0	0	1	68
7:45	0	17	0	0	2	0	48	0	2	32	0	0	0	0	0	0	101
8:00	0	21	0	0	1	0	32	0	0	16	0	0	0	0	1	0	71
8:15	0	16	1	0	2	2	35	0	0	25	0	0	0	0	1	0	82
8:30	0	20	0	0	4	0	50	0	1	24	0	0	1	0	3	1	103
8:45	0	22	0	2	1	2	55	0	1	20	0	0	0	0	1	0	102
9:00	0	19	1	1	4	1	69	0	1	15	0	0	0	0	0	0	110
9:15	0	21	0	0	6	1	60	0	1	29	0	0	0	0	1	0	119
9:30	0	31	0	0	3	1	69	0	1	13	0	0	0	0	3	1	121
9:45	0	31	1	0	3	2	71	0	0	35	0	0	0	0	2	1	145
10:00	0	25	0	0	4	2	69	0	1	24	0	0	0	0	3	1	128
10:15	0	41	4	0	3	1	68	0	0	32	0	0	1	0	1	0	151
10:30	0	40	2	1	9	1	73	0	0	29	0	0	2	0	1	1	157
10:45	0	27	0	0	7	0	83	0	0	22	0	0	0	0	1	0	140
11:00	0	38	2	2	10	1	79	0	0	31	0	0	1	0	6	2	168
11:15	0	41	2	1	4	4	82	0	0	35	0	0	0	0	5	1	173
11:30	0	49	0	1	4	1	97	0	2	37	0	0	1	0	6	1	197
11:45	0	49	0	0	4	5	121	0	0	42	0	0	0	0	0	1	221
12:00	0	41	3	0	2	2	100	1	1	45	0	0	2	0	7	0	203
12:15	0	44	0	1	9	3	123	0	0	38	0	0	1	0	3	1	221
12:30	0	58	0	0	2	1	100	0	0	39	0	0	0	0	2	1	202
12:45	0	54	1	0	5	2	102	0	2	49	0	0	0	0	4	0	219
13:00	0	49	0	0	6	1	91	0	0	50	0	0	1	0	2	1	200
13:15	0	60	0	0	5	1	85	0	0	42	0	0	0	0	2	0	195
13:30	0	59	0	0	5	2	109	0	1	39	0	0	0	0	0	0	215
13:45	0	65	0	0	5	2	102	0	1	50	0	0	0	0	1	1	226
14:00	0	48	1	1	3	0	98	0	0	39	0	0	1	0	2	1	192
14:15	0	49	0	0	5	0	88	1	0	34	0	0	1	0	3	1	180
14:30	0	67	0	0	8	2	93	0	1	35	0	0	1	0	4	0	211
14:45	0	50	0	0	6	2	87	0	2	41	0	0	0	0	5	1	193
15:00	0	55	0	0	5	1	111	0	1	33	0	0	2	0	2	1	210
15:15	0	46	0	1	4	2	96	0	0	32	0	0	0	0	1	2	181
15:30	0	51	1	0	8	1	89	0	0	33	0	0	1	0	1	1	185
15:45	0	45	0	0	7	2	106	0	0	52	0	0	0	0	2	0	214
16:00	0	54	0	2	6	3	98	0	0	42	0	0	0	0	3	2	206
16:15	0	57	0	1	4	3	127	0	2	50	0	0	1	0	0	0	244
16:30	0	58	1	0	8	0	106	1	0	55	0	0	0	0	2	0	230
16:45	0	64	0	2	3	2	98	0	0	56	0	0	0	0	1	0	224
17:00	0	69	1	0	7	1	82	0	0	69	0	0	0	0	5	1	234
17:15	0	60	0	0	4	0	108	0	0	54	0	0	1	0	0	0	227
17:30	0	52	0	0	3	1	96	0	1	38	0	0	0	0	1	0	192
17:45	0	43	1	0	2	2	96	0	0	33	0	0	0	0	0	0	177
18:00	0	46	1	0	5	2	92	0	0	42	0	0	0	0	4	1	192
18:15	0	41	1	0	8	3	67	0	0	33	0	0	2	0	2	4	157
18:30	0	47	2	1	5	3	79	0	0	35	0	0	2	0	2	0	175
18:45	0	50	1	0	7	4	83	0	1	25	0	0	0	0	2	2	173
Total	0	2062	29	20	227	74	4016	5	23	1711	0	1	22	0	101	34	8265
Cars+	0	2049	25	14	225	73	3990	2	23	1701	0	0	19	0	97	17	8202
Trucks	0	13	4	6	2	1	26	3	0	10	0	1	3	0	4	17	63
% Trucks	0.0	0.6	13.8	30.0	0.9	1.4	0.6	60.0	0.0	0.6	0.0	100.0	13.6	0.0	4.0	50.0	
	0.8				0.7				0.6				5.7				0.8

Location: Marketplace Dr NW at slip ramp from 37th St NW
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	Marketplace Dr NW				Slip Ramp				Marketplace Dr NW				Potbelly store access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	8	0	0	0	0	8	0	0	11	0	0	0	0	0	0	27
6:15	0	3	0	0	1	0	6	0	0	10	0	0	0	0	0	0	20
6:30	0	9	0	0	0	0	14	0	0	5	0	0	0	0	1	0	29
6:45	0	10	0	0	0	0	27	0	0	6	0	0	0	0	0	0	43
7:00	0	13	0	0	1	1	21	0	0	8	0	0	0	0	1	0	45
7:15	0	13	0	0	1	1	27	0	0	14	0	0	0	0	0	0	56
7:30	0	14	0	0	6	0	36	0	0	11	0	0	0	0	0	0	67
7:45	0	17	0	0	2	0	48	0	2	32	0	0	0	0	0	0	101
8:00	0	21	0	0	1	0	32	0	0	16	0	0	0	0	1	0	71
8:15	0	15	1	0	2	1	35	0	0	24	0	0	0	0	1	0	79
8:30	0	20	0	0	4	0	50	0	1	24	0	0	0	0	2	0	101
8:45	0	22	0	2	1	2	53	0	1	20	0	0	0	0	1	0	100
9:00	0	19	0	1	4	1	68	0	1	15	0	0	0	0	0	0	108
9:15	0	21	0	0	6	1	59	0	1	29	0	0	0	0	0	0	117
9:30	0	31	0	0	3	1	68	0	1	13	0	0	0	0	3	0	120
9:45	0	31	0	0	2	2	70	0	0	34	0	0	0	0	2	1	141
10:00	0	25	0	0	4	2	68	0	1	24	0	0	0	0	3	1	127
10:15	0	40	4	0	3	1	66	0	0	32	0	0	0	0	1	0	147
10:30	0	40	2	1	9	1	73	0	0	29	0	0	2	0	1	0	157
10:45	0	26	0	0	7	0	83	0	0	22	0	0	0	0	1	0	139
11:00	0	38	2	1	10	1	78	0	0	30	0	0	0	0	6	1	165
11:15	0	41	2	1	4	4	82	0	0	35	0	0	0	0	5	1	173
11:30	0	49	0	1	4	1	97	0	2	37	0	0	1	0	6	1	197
11:45	0	48	0	0	4	5	119	0	0	42	0	0	0	0	0	0	218
12:00	0	41	3	0	2	2	100	1	1	45	0	0	2	0	7	0	203
12:15	0	42	0	0	9	3	123	0	0	37	0	0	1	0	3	0	218
12:30	0	57	0	0	2	1	100	0	0	39	0	0	0	0	2	0	201
12:45	0	54	1	0	5	2	102	0	2	49	0	0	0	0	4	0	219
13:00	0	49	0	0	6	1	89	0	0	50	0	0	1	0	2	0	198
13:15	0	59	0	0	5	1	84	0	0	42	0	0	0	0	2	0	193
13:30	0	59	0	0	5	2	109	0	1	39	0	0	0	0	0	0	215
13:45	0	64	0	0	5	2	100	0	1	49	0	0	0	0	1	1	222
14:00	0	48	1	1	3	0	98	0	0	39	0	0	1	0	2	1	192
14:15	0	49	0	0	5	0	87	1	0	34	0	0	1	0	3	1	179
14:30	0	67	0	0	8	2	92	0	1	35	0	0	1	0	3	0	209
14:45	0	49	0	0	6	2	87	0	2	41	0	0	0	0	5	0	192
15:00	0	55	0	0	5	1	111	0	1	33	0	0	2	0	2	1	210
15:15	0	46	0	0	4	2	95	0	0	32	0	0	0	0	1	2	180
15:30	0	51	1	0	8	1	88	0	0	33	0	0	1	0	1	0	184
15:45	0	45	0	0	6	2	105	0	0	51	0	0	0	0	2	0	211
16:00	0	54	0	2	6	3	98	0	0	42	0	0	0	0	3	2	206
16:15	0	57	0	1	4	3	127	0	2	50	0	0	1	0	0	0	244
16:30	0	58	1	0	8	0	106	0	0	54	0	0	0	0	2	0	229
16:45	0	64	0	2	3	2	98	0	0	56	0	0	0	0	1	0	224
17:00	0	68	1	0	7	1	82	0	0	69	0	0	0	0	5	0	233
17:15	0	60	0	0	4	0	108	0	0	54	0	0	1	0	0	0	227
17:30	0	52	0	0	3	1	96	0	1	38	0	0	0	0	1	0	192
17:45	0	43	1	0	2	2	96	0	0	32	0	0	0	0	0	0	176
18:00	0	46	1	0	5	2	92	0	0	42	0	0	0	0	4	0	192
18:15	0	41	1	0	8	3	67	0	0	33	0	0	2	0	2	3	157
18:30	0	47	2	1	5	3	79	0	0	35	0	0	2	0	2	0	175
18:45	0	50	1	0	7	4	83	0	1	25	0	0	0	0	2	1	173
Total	0	2049	25	14	225	73	3990	2	23	1701	0	0	19	0	97	17	8202

Location: Marketplace Dr NW at slip ramp from 37th St NW
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	Marketplace Dr NW				Slip Ramp				Marketplace Dr NW				Potbelly store access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	2	0
6:15	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	2
6:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
6:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
7:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
8:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2
8:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
9:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
9:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
9:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
9:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4
10:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10:15	0	1	0	0	0	0	2	0	0	0	0	0	1	0	0	0	4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	3
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	1	3
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2
13:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	4
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
14:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	13	4	6	2	1	26	3	0	10	0	1	3	0	4	17	63

Location: West Circle Dr NW at Valleyhigh Dr NW looking N
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	West Circle Dr NW				Valleyhigh Dr NW				West Circle Dr NW				Valleyhigh Dr NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	12	38	13	0	5	12	6	1	7	34	11	1	4	15	27	0	184
6:15	20	67	19	0	7	13	12	0	18	37	5	0	14	26	33	0	271
6:30	25	58	20	0	4	10	14	0	13	41	8	0	15	24	46	0	278
6:45	35	68	27	0	9	21	10	0	20	52	16	0	10	40	36	0	344
7:00	35	79	16	0	8	18	19	0	16	51	17	0	12	30	34	0	335
7:15	50	110	27	0	7	16	16	0	26	87	32	2	20	42	52	0	485
7:30	52	122	30	0	11	25	25	0	12	93	18	0	21	43	36	0	488
7:45	40	102	30	0	12	40	29	1	40	121	17	1	36	70	47	0	584
8:00	36	118	21	0	10	22	21	0	28	104	21	1	14	41	37	0	473
8:15	31	100	19	0	9	21	28	1	16	111	19	0	33	37	47	2	471
8:30	26	109	25	0	7	16	27	4	25	100	16	5	25	31	44	0	451
8:45	19	99	19	0	8	23	26	0	20	127	17	0	24	23	29	0	434
9:00	20	91	12	0	9	12	19	1	17	109	17	0	20	34	45	0	405
9:15	14	109	16	0	8	29	19	0	29	110	9	0	18	17	41	0	419
9:30	20	142	15	0	14	16	21	0	15	113	10	0	16	27	42	1	451
9:45	31	151	17	0	6	20	31	0	20	137	11	0	21	25	42	0	512
10:00	15	148	12	2	9	16	19	0	27	142	5	0	19	17	37	0	466
10:15	18	149	13	0	6	18	32	0	27	123	14	0	22	19	41	0	482
10:30	17	116	25	0	5	18	23	0	24	156	24	0	18	17	34	0	477
10:45	20	154	15	0	10	17	26	0	35	156	16	5	23	13	47	0	532
11:00	25	158	19	0	10	19	38	0	28	179	15	0	23	17	39	0	570
11:15	26	130	18	0	15	33	31	0	26	179	27	0	37	26	40	0	588
11:30	29	156	13	0	5	22	42	0	37	175	19	0	23	25	39	0	585
11:45	26	159	19	0	13	22	32	0	34	192	19	0	32	33	58	0	639
12:00	20	151	23	0	13	32	46	0	41	192	23	2	33	24	55	0	653
12:15	31	179	12	0	14	31	29	0	44	171	21	1	24	32	43	1	631
12:30	34	160	25	0	15	22	34	0	40	178	20	1	29	18	50	0	625
12:45	33	166	28	0	11	28	39	0	37	178	19	0	29	35	54	0	657
13:00	28	160	17	0	17	23	39	0	46	187	20	0	28	26	50	0	641
13:15	25	142	17	0	11	35	28	0	31	160	23	0	14	28	61	0	575
13:30	33	157	19	0	15	28	35	0	40	170	16	0	17	23	38	0	591
13:45	38	163	23	0	12	25	35	0	31	180	20	0	20	30	34	0	611
14:00	38	133	15	0	8	22	36	0	34	170	25	1	18	24	36	0	559
14:15	24	165	23	0	21	44	40	0	31	173	19	1	22	20	23	0	605
14:30	25	138	27	0	17	38	38	1	33	152	8	1	24	24	33	0	557
14:45	32	141	24	0	12	39	33	0	27	184	22	0	17	25	37	0	593
15:00	29	135	25	0	18	30	43	0	34	171	14	1	37	22	37	0	595
15:15	35	146	29	0	15	33	50	0	35	151	23	0	31	26	46	0	620
15:30	27	157	19	0	13	32	47	0	39	190	22	0	47	24	42	0	659
15:45	38	146	27	0	14	37	47	0	43	192	18	1	24	24	49	0	659
16:00	31	154	23	0	22	52	63	0	28	188	16	1	47	30	41	0	695
16:15	37	149	36	0	18	50	66	0	42	177	14	0	38	39	62	0	728
16:30	27	169	32	0	28	49	48	1	42	201	18	0	42	35	51	0	742
16:45	27	163	31	0	16	48	55	0	63	215	18	0	37	35	49	0	757
17:00	25	164	32	0	17	39	58	0	58	224	16	0	30	23	52	0	738
17:15	32	171	28	0	22	51	55	0	51	187	13	0	37	25	53	0	725
17:30	19	141	32	0	11	26	52	0	47	191	8	2	34	29	46	0	636
17:45	18	141	19	0	11	27	37	0	34	191	9	1	20	18	52	3	577
18:00	8	138	22	0	12	27	43	0	36	145	5	0	23	13	45	0	517
18:15	17	114	15	0	6	27	15	0	29	147	3	0	19	12	38	0	442
18:30	17	114	22	0	2	10	18	0	30	149	6	0	21	16	28	0	433
18:45	18	95	12	0	2	12	23	0	37	132	3	0	22	12	30	0	398
Total	1408	6885	1117	2	600	1396	1718	10	1643	7675	825	28	1284	1384	2208	7	28143
Cars+	1354	6795	1097	0	554	1337	1667	4	1589	7577	748	12	1273	1328	2138	4	27457
Trucks	54	90	20	2	46	59	51	6	54	98	77	16	11	56	70	3	686
% Trucks	3.8	1.3	1.8	100.0	7.7	4.2	3.0	60.0	3.3	1.3	9.3	57.1	0.9	4.0	3.2	42.9	
	1.7				4.2				2.3				2.8				2.4

Location: West Circle Dr NW at Valleyhigh Dr NW looking N
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	West Circle Dr NW				Valleyhigh Dr NW				West Circle Dr NW				Valleyhigh Dr NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	11	38	13	0	4	12	6	1	7	32	10	1	4	14	27	0	178
6:15	20	65	19	0	6	12	10	0	18	36	5	0	14	26	33	0	264
6:30	24	56	20	0	3	9	13	0	9	39	7	0	15	24	46	0	265
6:45	35	68	27	0	6	20	8	0	20	51	16	0	10	40	35	0	336
7:00	33	79	16	0	8	16	18	0	15	47	15	0	12	30	34	0	323
7:15	49	106	26	0	6	15	15	0	25	84	31	1	20	42	50	0	469
7:30	49	121	29	0	11	21	25	0	12	90	18	0	21	41	34	0	472
7:45	40	101	28	0	9	37	25	0	39	119	16	0	36	70	46	0	566
8:00	36	115	20	0	9	22	20	0	28	103	20	0	14	41	35	0	463
8:15	29	96	19	0	8	17	28	1	16	111	16	0	33	34	46	2	453
8:30	26	106	24	0	7	14	26	0	23	97	12	1	25	31	42	0	433
8:45	19	99	19	0	7	22	26	0	19	121	16	0	24	21	29	0	422
9:00	20	89	12	0	7	10	17	0	17	108	15	0	20	28	43	0	386
9:15	12	107	16	0	7	27	18	0	27	107	8	0	16	17	40	0	402
9:30	18	137	15	0	12	15	18	0	14	110	8	0	16	23	41	1	427
9:45	30	151	16	0	5	19	31	0	19	136	9	0	21	23	40	0	500
10:00	14	145	10	0	9	14	19	0	27	139	5	0	19	17	35	0	453
10:15	17	145	13	0	4	16	30	0	25	122	11	0	21	18	39	0	461
10:30	16	114	24	0	4	16	22	0	21	153	21	0	18	16	33	0	458
10:45	20	152	14	0	10	15	26	0	35	152	16	5	23	12	46	0	521
11:00	23	157	18	0	9	18	37	0	27	174	15	0	23	15	35	0	551
11:15	25	129	18	0	14	33	29	0	26	176	21	0	35	24	38	0	568
11:30	26	154	13	0	5	20	40	0	34	172	15	0	23	23	37	0	562
11:45	25	155	19	0	12	21	30	0	33	191	18	0	32	33	58	0	627
12:00	20	151	23	0	12	32	45	0	39	187	20	2	32	23	54	0	638
12:15	31	175	12	0	13	29	28	0	44	170	19	0	24	32	39	1	616
12:30	30	155	23	0	14	21	34	0	37	176	19	0	29	17	48	0	603
12:45	33	166	28	0	8	28	36	0	36	174	17	0	29	33	53	0	641
13:00	26	159	16	0	15	22	36	0	46	184	20	0	27	26	47	0	624
13:15	22	140	16	0	11	35	26	0	30	159	20	0	14	27	58	0	558
13:30	30	155	19	0	12	27	34	0	38	166	14	0	17	20	36	0	568
13:45	38	161	23	0	12	24	34	0	29	180	19	0	19	28	33	0	600
14:00	37	133	15	0	7	19	36	0	33	167	25	0	18	24	35	0	549
14:15	23	162	23	0	20	44	39	0	29	172	16	0	22	17	23	0	590
14:30	22	137	27	0	16	36	38	1	30	152	8	1	24	23	33	0	546
14:45	31	139	23	0	11	35	32	0	23	183	19	0	17	23	35	0	571
15:00	27	134	25	0	18	30	42	0	31	169	12	0	37	19	37	0	581
15:15	33	146	28	0	12	32	50	0	35	149	21	0	31	26	43	0	606
15:30	26	150	18	0	13	32	46	0	39	189	20	0	47	23	40	0	643
15:45	36	145	27	0	14	37	45	0	40	190	18	0	24	21	47	0	644
16:00	31	151	23	0	22	50	63	0	27	188	14	1	46	29	40	0	684
16:15	36	149	35	0	17	49	64	0	42	175	14	0	36	37	59	0	713
16:30	26	168	32	0	28	49	48	1	42	200	18	0	42	34	48	0	735
16:45	27	163	31	0	16	47	55	0	61	215	16	0	37	35	49	0	752
17:00	25	163	32	0	17	39	58	0	58	223	15	0	30	23	52	0	735
17:15	31	170	28	0	22	50	55	0	51	186	12	0	37	25	50	0	717
17:30	19	140	32	0	10	26	51	0	47	191	7	0	34	29	46	0	632
17:45	17	141	19	0	11	27	37	0	34	191	7	0	20	18	52	0	574
18:00	8	136	22	0	12	27	43	0	36	143	3	0	23	13	44	0	510
18:15	17	114	15	0	5	27	15	0	29	147	3	0	19	12	38	0	441
18:30	17	112	22	0	2	10	18	0	30	149	5	0	21	16	27	0	429
18:45	18	95	12	0	2	12	22	0	37	132	3	0	22	12	30	0	397
Total	1354	6795	1097	0	554	1337	1667	4	1589	7577	748	12	1273	1328	2138	4	27457

Location: West Circle Dr NW at Valleyhigh Dr NW looking N
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	West Circle Dr NW				Valleyhigh Dr NW				West Circle Dr NW				Valleyhigh Dr NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	1	0	0	0	1	0	0	0	0	2	1	0	0	1	0	0	6
6:15	0	2	0	0	1	1	2	0	0	1	0	0	0	0	0	0	7
6:30	1	2	0	0	1	1	1	0	4	2	1	0	0	0	0	0	13
6:45	0	0	0	0	3	1	2	0	0	1	0	0	0	0	1	0	8
7:00	2	0	0	0	0	2	1	0	1	4	2	0	0	0	0	0	12
7:15	1	4	1	0	1	1	1	0	1	3	1	1	0	0	2	0	16
7:30	3	1	1	0	0	4	0	0	0	3	0	0	0	2	2	0	16
7:45	0	1	2	0	3	3	4	1	1	2	1	1	0	0	1	0	18
8:00	0	3	1	0	1	0	1	0	0	1	1	1	0	0	2	0	10
8:15	2	4	0	0	1	4	0	0	0	0	3	0	0	3	1	0	18
8:30	0	3	1	0	0	2	1	4	2	3	4	4	0	0	2	0	18
8:45	0	0	0	0	1	1	0	0	1	6	1	0	0	2	0	0	12
9:00	0	2	0	0	2	2	2	1	0	1	2	0	0	6	2	0	19
9:15	2	2	0	0	1	2	1	0	2	3	1	0	2	0	1	0	17
9:30	2	5	0	0	2	1	3	0	1	3	2	0	0	4	1	0	24
9:45	1	0	1	0	1	1	0	0	1	1	2	0	0	2	2	0	12
10:00	1	3	2	2	0	2	0	0	0	3	0	0	0	0	2	0	13
10:15	1	4	0	0	2	2	2	0	2	1	3	0	1	1	2	0	21
10:30	1	2	1	0	1	2	1	0	3	3	3	0	0	1	1	0	19
10:45	0	2	1	0	0	2	0	0	0	4	0	0	0	1	1	0	11
11:00	2	1	1	0	1	1	1	0	1	5	0	0	0	2	4	0	19
11:15	1	1	0	0	1	0	2	0	0	3	6	0	2	2	2	0	20
11:30	3	2	0	0	0	2	2	0	3	3	4	0	0	2	2	0	23
11:45	1	4	0	0	1	1	2	0	1	1	1	0	0	0	0	0	12
12:00	0	0	0	0	1	0	1	0	2	5	3	0	1	1	1	0	15
12:15	0	4	0	0	1	2	1	0	0	1	2	1	0	0	4	0	15
12:30	4	5	2	0	1	1	0	0	3	2	1	1	0	1	2	0	22
12:45	0	0	0	0	3	0	3	0	1	4	2	0	0	2	1	0	16
13:00	2	1	1	0	2	1	3	0	0	3	0	0	1	0	3	0	17
13:15	3	2	1	0	0	0	2	0	1	1	3	0	0	1	3	0	17
13:30	3	2	0	0	3	1	1	0	2	4	2	0	0	3	2	0	23
13:45	0	2	0	0	0	1	1	0	2	0	1	0	1	2	1	0	11
14:00	1	0	0	0	1	3	0	0	1	3	0	1	0	0	1	0	10
14:15	1	3	0	0	1	0	1	0	2	1	3	1	0	3	0	0	15
14:30	3	1	0	0	1	2	0	0	3	0	0	0	0	1	0	0	11
14:45	1	2	1	0	1	4	1	0	4	1	3	0	0	2	2	0	22
15:00	2	1	0	0	0	0	1	0	3	2	2	1	0	3	0	0	14
15:15	2	0	1	0	3	1	0	0	0	2	2	0	0	0	3	0	14
15:30	1	7	1	0	0	0	1	0	0	1	2	0	0	1	2	0	16
15:45	2	1	0	0	0	0	2	0	3	2	0	1	0	3	2	0	15
16:00	0	3	0	0	0	2	0	0	1	0	2	0	1	1	1	0	11
16:15	1	0	1	0	1	1	2	0	0	2	0	0	2	2	3	0	15
16:30	1	1	0	0	0	0	0	0	0	1	0	0	0	1	3	0	7
16:45	0	0	0	0	0	1	0	0	2	0	2	0	0	0	0	0	5
17:00	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
17:15	1	1	0	0	0	1	0	0	0	1	1	0	0	0	3	0	8
17:30	0	1	0	0	1	0	1	0	0	0	1	2	0	0	0	0	4
17:45	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
18:00	0	2	0	0	0	0	0	0	0	2	2	0	0	0	1	0	7
18:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4
18:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	54	90	20	2	46	59	51	6	54	98	77	16	11	56	70	3	686

Location: Valleyhigh Drive NW at Instrument Drive NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Valleyhigh Dr NW				N/A				Valleyhigh Dr NW				Instrument Drive NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	28	0	0	0	0	0	0	0	25	0	0	0	0	0	0	53
6:15	0	37	0	0	0	0	0	0	3	35	0	0	0	0	0	1	75
6:30	0	38	0	0	0	0	0	0	0	26	0	0	0	0	0	1	64
6:45	0	50	1	0	0	0	0	0	6	53	0	0	0	0	1	0	111
7:00	0	57	1	0	0	0	0	0	2	51	0	0	0	0	1	0	112
7:15	0	73	0	0	0	0	0	0	1	63	0	0	0	0	1	4	138
7:30	0	80	1	0	0	0	0	0	1	57	0	0	0	0	0	0	139
7:45	0	74	2	0	0	0	0	0	6	86	0	0	0	0	0	3	168
8:00	0	54	2	0	0	0	0	0	3	51	0	0	0	0	0	0	110
8:15	0	65	1	0	0	0	0	1	1	57	0	0	0	0	0	2	124
8:30	0	59	0	0	0	0	0	0	1	52	0	0	0	0	2	1	114
8:45	0	41	0	0	0	0	0	0	1	66	0	0	1	0	0	0	109
9:00	0	58	0	0	0	0	0	0	2	46	0	0	0	0	1	3	107
9:15	0	38	1	0	0	0	0	0	1	54	0	0	1	0	0	0	95
9:30	0	41	0	0	0	0	0	0	1	36	0	0	2	0	1	1	81
9:45	0	50	1	0	0	0	0	0	0	47	0	0	0	0	1	2	99
10:00	0	40	1	0	0	0	0	0	4	41	0	1	0	0	0	3	86
10:15	0	37	4	0	0	0	0	0	0	53	0	0	0	0	1	0	95
10:30	0	46	1	0	0	0	0	1	2	39	0	0	0	0	1	0	89
10:45	0	36	1	0	0	0	0	0	1	44	0	0	0	0	1	0	83
11:00	0	48	1	0	0	0	0	0	1	47	0	0	0	0	3	10	100
11:15	0	53	1	0	0	0	0	0	1	61	0	0	1	0	1	2	118
11:30	0	61	0	0	0	0	0	0	2	46	0	1	0	0	1	1	110
11:45	0	64	0	0	0	0	0	0	1	58	0	0	2	0	2	1	127
12:00	0	53	1	0	0	0	0	0	4	78	0	0	4	0	0	0	140
12:15	0	69	0	0	0	0	0	0	1	63	0	0	0	0	1	3	134
12:30	0	58	0	0	0	0	0	0	0	41	0	0	0	0	1	2	100
12:45	0	58	1	0	0	0	0	0	2	79	0	0	1	0	1	0	142
13:00	0	51	3	0	0	0	0	0	0	64	0	0	0	0	6	1	124
13:15	0	49	1	0	0	0	0	0	1	53	0	0	1	0	3	2	108
13:30	0	59	2	0	0	0	0	1	3	55	0	0	1	0	4	3	124
13:45	0	60	0	0	0	0	0	0	1	67	0	0	0	0	1	1	129
14:00	0	61	0	0	0	0	0	0	2	56	0	0	2	0	1	4	122
14:15	0	57	2	0	0	0	0	0	1	72	0	0	2	0	2	1	136
14:30	0	61	0	0	0	0	0	0	5	70	0	0	1	0	5	0	142
14:45	0	54	2	0	0	0	0	0	1	76	0	0	3	0	4	0	140
15:00	0	66	4	0	0	0	0	0	3	75	0	0	1	0	4	1	153
15:15	0	77	4	0	0	0	0	0	0	71	0	0	1	0	0	2	153
15:30	0	55	6	0	0	0	0	0	4	65	0	0	1	0	0	0	131
15:45	0	69	3	0	0	0	0	0	6	69	0	0	9	0	5	3	161
16:00	0	77	1	0	0	0	0	0	2	87	0	0	11	0	4	0	182
16:15	0	84	1	0	0	0	0	0	0	97	0	0	2	0	9	1	193
16:30	0	78	0	0	0	0	0	0	1	94	0	0	1	0	3	3	177
16:45	0	66	1	0	0	0	0	0	1	93	0	0	0	0	1	2	162
17:00	0	84	0	0	0	0	0	0	2	95	0	0	1	0	0	0	182
17:15	0	70	0	0	0	0	0	0	0	92	0	0	0	0	1	2	163
17:30	0	73	0	0	0	0	0	0	0	70	0	0	0	0	0	3	143
17:45	0	43	0	0	0	0	0	0	0	48	0	0	0	0	0	0	91
18:00	0	35	0	0	0	0	0	0	1	53	0	0	0	0	0	0	89
18:15	0	33	0	0	0	0	0	0	0	35	0	0	0	0	0	0	68
18:30	0	43	1	0	0	0	0	0	0	26	0	0	1	0	0	0	71
18:45	0	28	1	0	0	0	0	0	1	26	0	0	0	0	1	0	57
Total	0	2899	53	0	0	0	0	3	83	3064	0	2	50	0	75	69	6224
Cars+	0	2774	44	0	0	0	0	0	76	2965	0	0	43	0	67	12	5969
Trucks	0	125	9	0	0	0	0	3	7	99	0	2	7	0	8	57	255
% Trucks	0.0	4.3	17.0	0.0	0.0	0.0	0.0	100.0	8.4	3.2	0.0	100.0	14.0	0.0	10.7	82.6	
	4.5				0.0				3.4				12.0				4.1

Location: Valleyhigh Drive NW at Instrument Drive NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	Valleyhigh Dr NW				N/A				Valleyhigh Dr NW				Instrument Drive NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	27	0	0	0	0	0	0	0	25	0	0	0	0	0	0	52
6:15	0	37	0	0	0	0	0	0	3	34	0	0	0	0	0	0	74
6:30	0	37	0	0	0	0	0	0	0	26	0	0	0	0	0	0	63
6:45	0	49	1	0	0	0	0	0	6	52	0	0	0	0	1	0	109
7:00	0	57	1	0	0	0	0	0	2	51	0	0	0	0	1	0	112
7:15	0	72	0	0	0	0	0	0	1	60	0	0	0	0	1	0	134
7:30	0	77	1	0	0	0	0	0	1	55	0	0	0	0	0	0	134
7:45	0	74	2	0	0	0	0	0	6	82	0	0	0	0	0	0	164
8:00	0	54	2	0	0	0	0	0	3	49	0	0	0	0	0	0	108
8:15	0	62	1	0	0	0	0	0	1	55	0	0	0	0	0	0	119
8:30	0	57	0	0	0	0	0	0	1	51	0	0	0	0	1	0	110
8:45	0	39	0	0	0	0	0	0	1	65	0	0	1	0	0	0	106
9:00	0	45	0	0	0	0	0	0	2	42	0	0	0	0	1	0	90
9:15	0	37	0	0	0	0	0	0	0	50	0	0	1	0	0	0	88
9:30	0	37	0	0	0	0	0	0	1	35	0	0	1	0	1	0	75
9:45	0	47	0	0	0	0	0	0	0	46	0	0	0	0	1	0	94
10:00	0	39	1	0	0	0	0	0	3	38	0	0	0	0	0	0	81
10:15	0	34	1	0	0	0	0	0	0	48	0	0	0	0	1	0	84
10:30	0	41	1	0	0	0	0	0	2	37	0	0	0	0	0	0	81
10:45	0	33	0	0	0	0	0	0	1	41	0	0	0	0	1	0	76
11:00	0	43	1	0	0	0	0	0	1	46	0	0	0	0	3	7	94
11:15	0	53	1	0	0	0	0	0	1	57	0	0	1	0	1	0	114
11:30	0	56	0	0	0	0	0	0	2	46	0	0	0	0	0	0	104
11:45	0	59	0	0	0	0	0	0	1	55	0	0	2	0	2	0	119
12:00	0	50	0	0	0	0	0	0	3	76	0	0	3	0	0	0	132
12:15	0	67	0	0	0	0	0	0	0	58	0	0	0	0	1	0	126
12:30	0	55	0	0	0	0	0	0	0	39	0	0	0	0	1	0	95
12:45	0	56	1	0	0	0	0	0	1	76	0	0	0	0	1	0	135
13:00	0	48	2	0	0	0	0	0	0	59	0	0	0	0	4	1	113
13:15	0	47	1	0	0	0	0	0	1	52	0	0	0	0	3	0	104
13:30	0	53	1	0	0	0	0	0	3	55	0	0	0	0	3	0	115
13:45	0	58	0	0	0	0	0	0	0	65	0	0	0	0	1	0	124
14:00	0	59	0	0	0	0	0	0	2	53	0	0	2	0	0	0	116
14:15	0	54	2	0	0	0	0	0	1	70	0	0	2	0	2	0	131
14:30	0	59	0	0	0	0	0	0	5	69	0	0	0	0	5	0	138
14:45	0	50	2	0	0	0	0	0	1	70	0	0	3	0	4	0	130
15:00	0	61	4	0	0	0	0	0	3	74	0	0	1	0	3	0	146
15:15	0	75	4	0	0	0	0	0	0	70	0	0	1	0	0	2	150
15:30	0	53	6	0	0	0	0	0	4	64	0	0	1	0	0	0	128
15:45	0	64	3	0	0	0	0	0	5	67	0	0	8	0	5	1	152
16:00	0	75	1	0	0	0	0	0	2	85	0	0	11	0	4	0	178
16:15	0	82	1	0	0	0	0	0	0	91	0	0	2	0	9	0	185
16:30	0	74	0	0	0	0	0	0	1	93	0	0	1	0	3	1	172
16:45	0	65	1	0	0	0	0	0	1	93	0	0	0	0	1	0	161
17:00	0	83	0	0	0	0	0	0	2	94	0	0	1	0	0	0	180
17:15	0	69	0	0	0	0	0	0	0	91	0	0	0	0	1	0	161
17:30	0	71	0	0	0	0	0	0	0	68	0	0	0	0	0	0	139
17:45	0	42	0	0	0	0	0	0	0	48	0	0	0	0	0	0	90
18:00	0	35	0	0	0	0	0	0	1	52	0	0	0	0	0	0	88
18:15	0	33	0	0	0	0	0	0	0	35	0	0	0	0	0	0	68
18:30	0	42	1	0	0	0	0	0	0	26	0	0	1	0	0	0	70
18:45	0	28	1	0	0	0	0	0	1	26	0	0	0	0	1	0	57
Total	0	2774	44	0	0	0	0	0	76	2965	0	0	43	0	67	12	5969

Location: Valleyhigh Drive NW at Instrument Drive NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	Valleyhigh Dr NW				N/A				Valleyhigh Dr NW				Instrument Drive NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
6:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:45	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	4	4
7:30	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
7:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3	4
8:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:15	0	3	0	0	0	0	0	1	0	2	0	0	0	0	0	2	5
8:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4
8:45	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
9:00	0	13	0	0	0	0	0	0	0	4	0	0	0	0	0	3	17
9:15	0	1	1	0	0	0	0	0	1	4	0	0	0	0	0	0	7
9:30	0	4	0	0	0	0	0	0	0	1	0	0	1	0	0	1	6
9:45	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	2	5
10:00	0	1	0	0	0	0	0	0	1	3	0	1	0	0	0	3	5
10:15	0	3	3	0	0	0	0	0	0	5	0	0	0	0	0	0	11
10:30	0	5	0	0	0	0	0	1	0	2	0	0	0	0	1	0	8
10:45	0	3	1	0	0	0	0	0	0	3	0	0	0	0	0	0	7
11:00	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	3	6
11:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	4
11:30	0	5	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
11:45	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	1	8
12:00	0	3	1	0	0	0	0	0	1	2	0	0	1	0	0	0	8
12:15	0	2	0	0	0	0	0	0	1	5	0	0	0	0	0	3	8
12:30	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	2	5
12:45	0	2	0	0	0	0	0	0	1	3	0	0	1	0	0	0	7
13:00	0	3	1	0	0	0	0	0	0	5	0	0	0	0	2	0	11
13:15	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	2	4
13:30	0	6	1	0	0	0	0	1	0	0	0	0	1	0	1	3	9
13:45	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	1	5
14:00	0	2	0	0	0	0	0	0	0	3	0	0	0	0	1	4	6
14:15	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	1	5
14:30	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4
14:45	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0	0	10
15:00	0	5	0	0	0	0	0	0	0	1	0	0	0	0	1	1	7
15:15	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
15:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
15:45	0	5	0	0	0	0	0	0	1	2	0	0	1	0	0	2	9
16:00	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	4
16:15	0	2	0	0	0	0	0	0	0	6	0	0	0	0	0	1	8
16:30	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	2	5
16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
17:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
17:15	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2
17:30	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	3	4
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	125	9	0	0	0	0	3	7	99	0	2	7	0	8	57	255

Location: 37th Street NW at International Business Machine (West)
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	IBM Road				IBM Road				Parking lot road				IBM Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	14	0	4	1	0	3	4	0	0	0	0	0	1	2	0	0	28
6:15	20	0	8	0	0	5	7	0	0	0	0	0	2	1	0	0	43
6:30	22	0	4	1	0	6	11	0	0	0	0	0	0	1	0	0	44
6:45	20	0	4	0	0	9	15	0	0	0	0	0	1	7	1	0	57
7:00	28	0	2	0	0	2	14	0	0	0	0	0	1	0	0	0	47
7:15	33	1	3	0	0	4	22	0	0	0	0	0	2	5	0	0	70
7:30	34	0	7	0	0	6	20	0	0	0	0	0	2	2	0	0	71
7:45	46	0	6	0	1	11	26	0	0	0	0	0	1	7	0	0	98
8:00	29	0	5	0	1	12	19	0	0	0	0	0	0	4	0	0	70
8:15	24	1	9	0	2	11	18	1	0	0	1	0	3	2	0	0	71
8:30	20	1	5	2	1	9	17	0	1	0	0	0	2	3	0	0	59
8:45	22	0	14	0	1	15	12	0	0	0	1	1	1	1	0	0	67
9:00	17	0	6	0	0	13	26	0	0	0	0	0	2	4	0	0	68
9:15	11	0	6	2	1	7	14	1	0	0	1	0	1	3	0	0	44
9:30	11	0	7	0	1	4	21	0	0	0	0	0	3	4	0	0	51
9:45	17	0	8	1	0	3	19	1	0	0	0	0	1	2	0	0	50
10:00	8	0	6	0	1	3	15	0	0	0	1	0	3	1	0	0	38
10:15	11	0	5	0	0	2	18	0	0	0	0	0	2	3	0	0	41
10:30	10	0	3	0	0	6	16	0	0	0	0	2	2	1	0	0	38
10:45	10	1	6	1	0	2	24	0	0	0	0	0	2	0	0	0	45
11:00	14	0	9	1	0	5	18	0	0	0	2	0	5	2	0	0	55
11:15	13	0	9	3	1	6	21	0	0	0	0	0	7	6	0	0	63
11:30	16	0	12	4	1	4	28	1	0	0	0	0	11	12	0	0	84
11:45	13	1	6	3	0	6	25	0	1	0	0	0	9	3	0	0	64
12:00	18	0	12	2	2	5	41	0	0	0	0	0	15	10	0	0	103
12:15	23	0	14	0	0	5	30	0	0	1	0	0	8	8	0	0	89
12:30	20	0	3	0	1	6	30	2	0	0	0	0	7	4	0	0	71
12:45	33	2	5	0	0	10	23	2	0	0	0	0	6	5	0	0	84
13:00	21	1	11	1	1	7	29	0	0	0	0	0	11	3	0	0	84
13:15	16	0	3	2	0	5	36	0	0	0	0	0	0	2	0	0	62
13:30	15	0	11	0	1	8	27	0	0	0	0	0	5	8	0	0	75
13:45	21	0	7	0	0	7	19	0	0	0	1	1	6	3	0	0	64
14:00	14	0	4	0	0	9	22	0	0	0	0	0	7	4	0	0	60
14:15	17	0	6	2	0	12	25	0	0	0	0	0	3	5	0	0	68
14:30	11	0	1	0	0	4	24	0	0	0	0	0	10	20	0	0	70
14:45	18	0	1	1	0	6	28	0	0	0	1	0	5	4	0	0	63
15:00	17	0	4	0	0	3	34	0	0	0	0	0	5	8	0	0	71
15:15	15	0	4	0	0	2	35	0	0	0	0	0	4	6	0	0	66
15:30	29	1	1	0	0	6	33	0	0	0	0	0	2	8	0	0	80
15:45	18	0	0	1	0	2	42	0	0	0	0	0	3	8	0	0	73
16:00	22	0	3	3	0	3	69	0	0	0	0	0	13	8	0	0	118
16:15	19	0	1	1	0	5	55	0	0	0	0	0	11	3	0	0	94
16:30	29	0	6	0	0	7	43	0	0	0	0	0	4	14	0	0	103
16:45	22	0	3	0	0	7	42	0	0	0	0	0	9	10	0	0	93
17:00	27	0	3	1	0	6	61	1	0	0	0	0	20	13	0	0	130
17:15	31	0	6	1	0	3	59	1	0	0	0	0	7	11	0	0	117
17:30	14	0	2	0	1	5	24	0	0	0	1	0	9	5	0	0	61
17:45	16	0	1	2	0	2	25	1	0	0	0	0	2	4	0	0	50
18:00	14	0	3	0	0	2	44	0	0	0	0	0	2	6	0	0	71
18:15	16	0	1	0	0	1	17	0	0	0	0	0	5	4	0	0	44
18:30	21	0	2	0	0	1	19	0	0	0	0	0	5	3	0	0	51
18:45	10	0	2	3	0	1	29	0	0	0	0	0	3	5	0	0	50
Total	1010	9	274	39	17	294	1395	11	2	1	9	4	251	268	1	0	3531
Cars+	950	9	271	17	17	256	1386	9	2	1	9	2	244	241	1	0	3387
Trucks	60	0	3	22	0	38	9	2	0	0	0	2	7	27	0	0	144
% Trucks	5.9	0.0	1.1	56.4	0.0	12.9	0.6	18.2	0.0	0.0	0.0	50.0	2.8	10.1	0.0	0.0	
	4.9				2.8				0.0				6.5				4.1

Location: 37th Street NW at International Business Machine (West)
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	IBM Road				IBM Road				Parking lot road				IBM Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	12	0	4	1	0	3	4	0	0	0	0	0	0	1	0	0	24
6:15	19	0	8	0	0	3	7	0	0	0	0	0	0	0	0	0	37
6:30	19	0	4	1	0	5	10	0	0	0	0	0	0	1	0	0	39
6:45	19	0	4	0	0	9	15	0	0	0	0	0	1	3	1	0	52
7:00	24	0	2	0	0	2	14	0	0	0	0	0	1	0	0	0	43
7:15	32	1	3	0	0	4	21	0	0	0	0	0	2	4	0	0	67
7:30	31	0	7	0	0	6	20	0	0	0	0	0	2	2	0	0	68
7:45	45	0	5	0	1	11	26	0	0	0	0	0	1	7	0	0	96
8:00	27	0	5	0	1	11	18	0	0	0	0	0	0	3	0	0	65
8:15	23	1	9	0	2	9	18	1	0	0	1	0	3	1	0	0	67
8:30	17	1	5	0	1	7	17	0	1	0	0	0	2	3	0	0	54
8:45	22	0	14	0	1	14	11	0	0	0	1	0	1	0	0	0	64
9:00	16	0	6	0	0	12	26	0	0	0	0	0	2	3	0	0	65
9:15	11	0	6	1	1	6	14	1	0	0	1	0	1	2	0	0	42
9:30	10	0	7	0	1	4	20	0	0	0	0	0	3	2	0	0	47
9:45	17	0	8	0	0	3	19	0	0	0	0	0	1	2	0	0	50
10:00	8	0	6	0	1	3	15	0	0	0	1	0	3	0	0	0	37
10:15	11	0	5	0	0	1	17	0	0	0	0	0	2	3	0	0	39
10:30	10	0	3	0	0	5	16	0	0	0	0	2	2	1	0	0	37
10:45	9	1	6	1	0	1	24	0	0	0	0	0	2	0	0	0	43
11:00	14	0	9	0	0	4	18	0	0	0	2	0	5	2	0	0	54
11:15	13	0	9	1	1	5	21	0	0	0	0	0	7	5	0	0	61
11:30	15	0	12	4	1	4	28	1	0	0	0	0	11	11	0	0	82
11:45	13	1	6	2	0	3	25	0	1	0	0	0	8	3	0	0	60
12:00	18	0	12	2	2	5	41	0	0	0	0	0	15	9	0	0	102
12:15	22	0	14	0	0	4	30	0	0	1	0	0	8	7	0	0	86
12:30	19	0	2	0	1	5	30	2	0	0	0	0	7	4	0	0	68
12:45	33	2	5	0	0	10	22	2	0	0	0	0	6	3	0	0	81
13:00	20	1	11	1	1	5	29	0	0	0	0	0	9	2	0	0	78
13:15	16	0	3	0	0	4	35	0	0	0	0	0	0	2	0	0	60
13:30	15	0	11	0	1	5	27	0	0	0	0	0	5	6	0	0	70
13:45	20	0	7	0	0	4	19	0	0	0	1	0	5	3	0	0	59
14:00	14	0	4	0	0	8	22	0	0	0	0	0	7	2	0	0	57
14:15	17	0	6	1	0	11	25	0	0	0	0	0	3	5	0	0	67
14:30	11	0	1	0	0	4	24	0	0	0	0	0	10	20	0	0	70
14:45	17	0	1	1	0	4	28	0	0	0	1	0	5	4	0	0	60
15:00	15	0	4	0	0	3	34	0	0	0	0	0	5	8	0	0	69
15:15	14	0	4	0	0	2	35	0	0	0	0	0	4	6	0	0	65
15:30	27	1	1	0	0	6	33	0	0	0	0	0	2	8	0	0	78
15:45	17	0	0	0	0	2	42	0	0	0	0	0	3	8	0	0	72
16:00	19	0	3	0	0	3	69	0	0	0	0	0	13	8	0	0	115
16:15	17	0	1	1	0	4	55	0	0	0	0	0	11	3	0	0	91
16:30	26	0	5	0	0	7	43	0	0	0	0	0	4	13	0	0	98
16:45	20	0	3	0	0	6	42	0	0	0	0	0	9	10	0	0	90
17:00	26	0	3	0	0	5	61	1	0	0	0	0	20	13	0	0	128
17:15	29	0	6	0	0	3	59	1	0	0	0	0	7	11	0	0	115
17:30	12	0	2	0	1	5	24	0	0	0	1	0	9	5	0	0	59
17:45	14	0	1	0	0	2	24	0	0	0	0	0	2	4	0	0	47
18:00	14	0	3	0	0	1	44	0	0	0	0	0	2	6	0	0	70
18:15	13	0	1	0	0	1	17	0	0	0	0	0	5	4	0	0	41
18:30	20	0	2	0	0	1	19	0	0	0	0	0	5	3	0	0	50
18:45	8	0	2	0	0	1	29	0	0	0	0	0	3	5	0	0	48
Total	950	9	271	17	17	256	1386	9	2	1	9	2	244	241	1	0	3387

Location: 37th Street NW at International Business Machine (West)
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	IBM Road				IBM Road				Parking lot road				IBM Road				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4
6:15	1	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	6
6:30	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5
6:45	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	5
7:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3
7:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00	2	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	5
8:15	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4
8:30	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
8:45	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	3
9:00	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
9:15	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	2
9:30	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	4
9:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
10:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	0	2
11:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
11:45	0	0	0	1	0	3	0	0	0	0	0	0	1	0	0	0	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
12:30	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	3
13:00	1	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	6
13:15	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
13:45	1	0	0	0	0	3	0	0	0	0	0	1	1	0	0	0	5
14:00	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
14:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
15:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
16:30	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	5
16:45	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
17:00	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
17:15	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	2	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	60	0	3	22	0	38	9	2	0	0	0	2	7	27	0	0	144

Location: 37th Street NW at International Business Machine (East)
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	N/A				37th Street NW				IBM ROAD				37th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	0	0	17	22	0	0	1	0	5	0	0	5	1	0	51
6:15	0	0	0	0	23	32	0	0	0	0	3	0	0	6	0	0	64
6:30	0	0	0	0	19	39	0	0	0	0	4	0	0	10	1	0	73
6:45	0	0	0	0	27	50	0	0	0	0	1	0	0	12	1	0	91
7:00	0	0	0	0	35	40	0	1	0	0	10	0	0	14	1	0	100
7:15	0	0	0	0	43	47	0	0	0	0	7	0	0	19	2	0	118
7:30	0	0	0	0	40	55	0	0	1	0	12	0	0	16	2	0	126
7:45	0	0	0	0	79	55	0	0	1	0	7	0	0	28	2	0	172
8:00	0	0	0	0	60	46	0	0	0	0	14	0	0	18	0	0	138
8:15	0	0	0	0	56	47	0	0	1	0	6	0	0	16	2	0	128
8:30	0	0	0	0	35	46	0	0	1	0	9	0	0	13	6	0	110
8:45	0	0	0	0	41	45	0	0	1	0	7	2	0	11	7	0	112
9:00	0	0	0	0	25	56	0	0	0	0	5	0	0	15	3	0	104
9:15	0	0	0	0	18	35	0	0	0	0	10	0	0	20	0	0	83
9:30	0	0	0	0	17	28	0	0	1	0	11	0	0	15	3	0	75
9:45	0	0	0	0	23	25	0	0	0	0	12	0	0	19	1	0	80
10:00	0	0	0	0	18	20	0	0	1	0	16	0	0	14	1	0	70
10:15	0	0	0	0	17	23	0	0	0	0	8	0	0	9	1	0	58
10:30	0	0	0	0	10	23	0	1	3	0	12	0	0	17	1	1	66
10:45	0	0	0	0	10	29	0	0	1	0	15	0	0	13	5	0	73
11:00	0	0	0	0	21	18	0	3	2	0	20	1	0	23	0	0	84
11:15	0	0	0	1	12	17	0	0	1	0	24	0	0	26	2	0	82
11:30	0	0	0	0	20	27	0	1	3	0	25	0	0	38	3	2	116
11:45	0	0	0	0	16	30	0	3	6	0	25	2	0	28	2	0	107
12:00	0	0	0	0	20	41	0	0	4	0	28	0	0	32	4	1	129
12:15	0	0	0	0	32	36	0	0	3	0	15	0	0	26	4	5	116
12:30	0	0	0	0	24	36	0	1	5	0	18	1	0	24	3	1	110
12:45	0	0	0	0	26	46	0	0	1	0	12	0	0	29	7	0	121
13:00	0	0	0	0	23	45	0	1	1	0	25	0	0	29	2	0	125
13:15	0	0	0	1	18	45	0	0	2	0	13	1	0	18	1	0	97
13:30	0	0	0	0	13	33	0	0	1	0	13	0	0	31	1	0	92
13:45	0	0	0	0	16	26	0	0	0	0	20	1	0	22	2	0	86
14:00	0	0	0	0	10	34	0	0	0	0	20	0	0	26	0	0	90
14:15	0	0	0	0	8	34	0	0	0	0	15	0	0	24	0	0	81
14:30	0	0	0	0	9	25	0	0	1	0	56	0	0	34	1	0	126
14:45	0	0	0	0	13	34	0	0	0	0	19	0	0	23	3	0	92
15:00	0	0	0	0	12	29	0	0	3	0	41	0	0	27	1	0	113
15:15	0	0	0	0	8	25	0	0	0	0	32	0	0	30	1	0	96
15:30	0	0	0	0	13	28	0	0	2	0	17	0	0	60	1	0	121
15:45	0	0	0	0	6	35	0	0	7	0	29	0	0	44	0	0	121
16:00	0	0	0	0	10	46	0	0	4	0	72	0	0	48	1	0	181
16:15	0	0	0	0	20	48	0	0	3	0	61	0	0	66	1	0	199
16:30	0	0	0	0	15	32	0	0	4	0	50	0	0	69	2	0	172
16:45	0	0	0	0	12	41	0	0	6	0	55	0	0	61	2	0	177
17:00	0	0	0	0	11	47	0	0	6	0	42	0	0	85	0	0	191
17:15	0	0	0	0	15	42	0	0	3	0	47	1	0	84	2	0	193
17:30	0	0	0	0	4	25	0	0	0	0	26	0	0	40	0	0	95
17:45	0	0	0	0	7	28	0	1	2	0	26	0	0	38	0	0	101
18:00	0	0	0	0	5	32	0	0	2	0	22	0	0	34	0	0	95
18:15	0	0	0	0	5	13	0	0	2	0	24	0	0	34	1	0	79
18:30	0	0	0	0	3	20	0	0	2	0	6	0	0	32	2	0	65
18:45	0	0	0	0	2	26	0	0	0	0	10	0	0	21	0	0	59
Total	0	0	0	2	1042	1807	0	12	88	0	1082	9	0	1496	89	10	5604
Cars+	0	0	0	0	1028	1742	0	9	86	0	1046	5	0	1409	87	10	5398
Trucks	0	0	0	2	14	65	0	3	2	0	36	4	0	87	2	0	206
% Trucks	0.0	0.0	0.0	100.0	1.3	3.6	0.0	25.0	2.3	0.0	3.3	44.4	0.0	5.8	2.2	0.0	
	0.0				2.8				3.2				5.6				3.7

Location: 37th Street NW at International Business Machine (East)
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	N/A				37th Street NW				IBM ROAD				37th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	0	0	0	17	21	0	0	1	0	3	0	0	3	1	0	46
6:15	0	0	0	0	23	30	0	0	0	0	3	0	0	5	0	0	61
6:30	0	0	0	0	17	37	0	0	0	0	2	0	0	6	1	0	63
6:45	0	0	0	0	27	50	0	0	0	0	1	0	0	9	1	0	88
7:00	0	0	0	0	35	39	0	1	0	0	8	0	0	10	1	0	93
7:15	0	0	0	0	43	46	0	0	0	0	6	0	0	17	2	0	114
7:30	0	0	0	0	40	54	0	0	1	0	10	0	0	14	2	0	121
7:45	0	0	0	0	79	54	0	0	1	0	7	0	0	28	2	0	171
8:00	0	0	0	0	60	44	0	0	0	0	12	0	0	15	0	0	131
8:15	0	0	0	0	56	45	0	0	1	0	5	0	0	15	2	0	124
8:30	0	0	0	0	34	45	0	0	0	0	9	0	0	9	6	0	103
8:45	0	0	0	0	41	43	0	0	0	0	6	2	0	10	6	0	106
9:00	0	0	0	0	25	55	0	0	0	0	5	0	0	13	3	0	101
9:15	0	0	0	0	18	34	0	0	0	0	10	0	0	19	0	0	81
9:30	0	0	0	0	17	26	0	0	1	0	11	0	0	12	3	0	70
9:45	0	0	0	0	23	24	0	0	0	0	11	0	0	18	1	0	77
10:00	0	0	0	0	18	19	0	0	1	0	16	0	0	13	1	0	68
10:15	0	0	0	0	17	22	0	0	0	0	8	0	0	8	1	0	56
10:30	0	0	0	0	10	21	0	1	3	0	12	0	0	16	0	1	62
10:45	0	0	0	0	10	27	0	0	1	0	14	0	0	13	5	0	70
11:00	0	0	0	0	20	17	0	2	2	0	20	1	0	22	0	0	81
11:15	0	0	0	0	12	15	0	0	1	0	23	0	0	25	2	0	78
11:30	0	0	0	0	20	27	0	1	3	0	24	0	0	36	3	2	113
11:45	0	0	0	0	16	26	0	1	6	0	23	2	0	28	2	0	101
12:00	0	0	0	0	20	41	0	0	4	0	28	0	0	30	4	1	127
12:15	0	0	0	0	30	35	0	0	3	0	15	0	0	26	4	5	113
12:30	0	0	0	0	24	36	0	1	5	0	17	0	0	23	3	1	108
12:45	0	0	0	0	26	43	0	0	1	0	11	0	0	26	7	0	114
13:00	0	0	0	0	23	43	0	1	1	0	25	0	0	26	2	0	120
13:15	0	0	0	0	18	42	0	0	2	0	13	0	0	18	1	0	94
13:30	0	0	0	0	13	30	0	0	1	0	13	0	0	29	1	0	87
13:45	0	0	0	0	16	21	0	0	0	0	19	0	0	21	2	0	79
14:00	0	0	0	0	10	34	0	0	0	0	20	0	0	23	0	0	87
14:15	0	0	0	0	8	32	0	0	0	0	14	0	0	23	0	0	77
14:30	0	0	0	0	8	25	0	0	1	0	55	0	0	33	1	0	123
14:45	0	0	0	0	12	32	0	0	0	0	18	0	0	23	3	0	88
15:00	0	0	0	0	12	29	0	0	3	0	41	0	0	26	1	0	112
15:15	0	0	0	0	7	25	0	0	0	0	31	0	0	28	1	0	92
15:30	0	0	0	0	12	28	0	0	2	0	17	0	0	59	1	0	119
15:45	0	0	0	0	5	35	0	0	7	0	28	0	0	42	0	0	117
16:00	0	0	0	0	10	46	0	0	4	0	72	0	0	46	1	0	179
16:15	0	0	0	0	20	46	0	0	3	0	59	0	0	64	1	0	193
16:30	0	0	0	0	15	31	0	0	4	0	50	0	0	66	2	0	168
16:45	0	0	0	0	12	38	0	0	6	0	53	0	0	59	2	0	170
17:00	0	0	0	0	11	46	0	0	6	0	42	0	0	83	0	0	188
17:15	0	0	0	0	14	42	0	0	3	0	46	0	0	81	2	0	188
17:30	0	0	0	0	4	25	0	0	0	0	26	0	0	39	0	0	94
17:45	0	0	0	0	6	27	0	1	2	0	25	0	0	36	0	0	96
18:00	0	0	0	0	5	31	0	0	2	0	22	0	0	33	0	0	93
18:15	0	0	0	0	4	13	0	0	2	0	23	0	0	31	1	0	74
18:30	0	0	0	0	3	20	0	0	2	0	6	0	0	32	2	0	65
18:45	0	0	0	0	2	25	0	0	0	0	8	0	0	19	0	0	54
Total	0	0	0	0	1028	1742	0	9	86	0	1046	5	0	1409	87	10	5398

Location: 37th Street NW at International Business Machine (East)
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	N/A				37th Street NW				IBM ROAD				37th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	5
6:15	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
6:30	0	0	0	0	2	2	0	0	0	0	2	0	0	4	0	0	10
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
7:00	0	0	0	0	0	1	0	0	0	0	2	0	0	4	0	0	7
7:15	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
7:30	0	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	5
7:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00	0	0	0	0	0	2	0	0	0	0	2	0	0	3	0	0	7
8:15	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	4
8:30	0	0	0	0	1	1	0	0	1	0	0	0	0	4	0	0	7
8:45	0	0	0	0	0	2	0	0	1	0	1	0	0	1	1	0	6
9:00	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
9:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
9:30	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
9:45	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	3
10:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
10:15	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
10:30	0	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	4
10:45	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
11:00	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	0	3
11:15	0	0	0	1	0	2	0	0	0	0	1	0	0	1	0	0	4
11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3
11:45	0	0	0	0	0	4	0	2	0	0	2	0	0	0	0	0	6
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
12:15	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:30	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	2
12:45	0	0	0	0	0	3	0	0	0	0	1	0	0	3	0	0	7
13:00	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
13:15	0	0	0	1	0	3	0	0	0	0	0	1	0	0	0	0	3
13:30	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	5
13:45	0	0	0	0	0	5	0	0	0	0	1	1	0	1	0	0	7
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
14:15	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	4
14:30	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	3
14:45	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
15:15	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	4
15:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
15:45	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
16:15	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	6
16:30	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
16:45	0	0	0	0	0	3	0	0	0	0	2	0	0	2	0	0	7
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
17:15	0	0	0	0	1	0	0	0	0	0	1	1	0	3	0	0	5
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:45	0	0	0	0	1	1	0	0	0	0	1	0	0	2	0	0	5
18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
18:15	0	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0	5
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	1	0	0	0	0	2	0	0	2	0	0	5
Total	0	0	0	2	14	65	0	3	2	0	36	4	0	87	2	0	206

Location: 37th Street NW at NB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	N/A				37th Street				NB US 52 Ramp				37th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	13	0	15	0	39	34	0	0	0	0	0	0	0	6	3	0	110
6:15	14	0	18	0	36	40	0	0	0	0	0	0	0	6	1	0	115
6:30	16	0	20	0	67	55	0	0	0	0	0	0	0	9	8	0	175
6:45	22	0	18	0	55	88	0	0	0	0	0	0	0	7	6	0	196
7:00	28	0	20	0	52	78	0	0	0	0	0	4	0	17	7	1	202
7:15	18	0	20	0	55	98	0	0	0	0	0	1	0	14	9	0	214
7:30	40	0	21	0	68	118	0	0	0	0	0	0	0	21	8	0	276
7:45	33	0	29	0	62	151	0	0	0	0	0	0	0	27	10	0	312
8:00	21	0	22	0	77	109	0	0	0	0	0	0	0	22	9	0	260
8:15	28	0	29	0	51	116	0	0	0	0	0	1	0	13	9	0	246
8:30	28	0	16	0	58	117	0	0	0	0	0	0	0	16	7	0	242
8:45	36	2	24	0	94	123	0	0	0	0	0	2	0	13	5	3	297
9:00	19	0	14	0	70	141	0	0	0	0	0	1	0	13	9	0	266
9:15	38	0	12	1	55	110	0	0	0	0	0	0	0	21	9	0	245
9:30	31	1	4	0	63	112	0	0	0	0	0	0	0	15	10	0	236
9:45	29	0	11	0	61	111	0	0	0	0	0	1	0	18	12	0	242
10:00	40	0	5	0	72	110	0	0	0	0	0	0	0	23	10	0	260
10:15	39	0	6	0	70	106	0	0	0	0	0	0	0	13	7	0	241
10:30	47	1	1	0	77	120	0	0	0	0	0	1	0	24	8	0	278
10:45	44	0	4	0	67	121	0	0	0	0	0	0	0	21	9	0	266
11:00	38	3	8	0	80	118	0	0	0	0	0	0	0	25	15	0	287
11:15	53	1	8	1	67	110	0	0	0	0	0	0	0	33	23	0	295
11:30	51	1	7	1	85	151	0	0	0	0	0	3	0	44	25	0	364
11:45	57	1	6	0	74	169	0	0	0	0	0	3	0	44	11	0	362
12:00	46	0	10	0	80	157	0	0	0	0	0	0	0	47	18	0	358
12:15	60	0	13	0	88	182	0	0	0	0	0	0	0	24	13	0	380
12:30	67	1	14	0	101	150	0	0	0	0	0	4	0	32	13	0	378
12:45	58	1	16	0	79	164	0	0	0	0	0	0	0	24	12	0	354
13:00	36	0	9	1	82	151	0	0	0	0	0	1	0	43	12	0	333
13:15	37	0	11	0	69	148	0	0	0	0	0	2	0	21	10	0	296
13:30	53	1	5	0	73	154	0	0	0	0	0	1	0	28	16	0	330
13:45	37	0	7	0	90	142	0	0	0	0	0	0	0	32	11	0	319
14:00	44	1	6	0	72	142	0	0	0	0	0	16	0	31	12	0	308
14:15	51	1	5	0	71	134	0	0	0	0	0	0	0	26	16	0	304
14:30	49	0	3	0	87	125	0	0	0	0	0	0	0	51	36	0	351
14:45	37	0	4	0	77	140	0	0	0	0	0	18	0	38	6	0	302
15:00	49	0	8	0	86	150	0	0	0	0	0	2	0	53	14	0	360
15:15	57	0	1	0	73	145	0	0	0	0	0	0	0	49	16	1	341
15:30	56	0	3	0	105	128	0	0	0	0	0	1	0	53	17	0	362
15:45	52	1	2	0	101	156	0	0	0	0	0	2	0	52	23	0	387
16:00	67	0	1	0	132	158	0	0	0	0	0	2	0	72	42	0	472
16:15	66	1	6	0	108	201	0	0	0	0	0	1	0	107	36	0	525
16:30	53	0	2	0	134	153	0	0	0	0	0	1	0	73	35	0	450
16:45	58	0	4	0	122	157	0	0	0	0	0	0	0	80	45	1	466
17:00	76	1	3	0	149	135	0	0	0	0	0	0	0	83	46	0	493
17:15	52	0	13	0	126	154	0	0	0	0	0	1	0	100	36	0	481
17:30	64	0	3	0	86	126	0	0	0	0	0	1	0	45	26	0	350
17:45	55	2	2	0	70	135	0	0	0	0	0	0	0	47	18	0	329
18:00	48	1	0	0	77	141	0	0	0	0	0	3	0	40	17	0	324
18:15	46	1	2	0	67	95	0	0	0	0	0	0	0	44	12	0	267
18:30	34	0	1	0	59	107	0	0	0	0	0	0	0	28	13	0	242
18:45	52	0	3	0	67	121	0	0	0	0	0	0	0	25	6	0	274
Total	2243	22	495	4	4086	6657	0	0	0	0	0	73	0	1813	807	6	16123
Cars+	2212	22	481	3	3864	6559	0	0	0	0	0	46	0	1730	769	5	15637
Trucks	31	0	14	1	222	98	0	0	0	0	0	27	0	83	38	1	486
% Trucks	1.4	0.0	2.8	25.0	5.4	1.5	0.0	0.0	0.0	0.0	0.0	37.0	0.0	4.6	4.7	16.7	
	1.6				3.0				0.0				4.6				3.0

Location: 37th Street NW at NB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	N/A				37th Street				NB US 52 Ramp				37th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	12	0	15	0	34	33	0	0	0	0	0	0	0	3	2	0	99
6:15	13	0	17	0	32	39	0	0	0	0	0	0	0	6	0	0	107
6:30	16	0	20	0	62	50	0	0	0	0	0	0	0	7	4	0	159
6:45	22	0	18	0	52	86	0	0	0	0	0	0	0	5	5	0	188
7:00	27	0	20	0	45	77	0	0	0	0	0	1	0	13	5	1	187
7:15	18	0	20	0	54	97	0	0	0	0	0	0	0	13	7	0	209
7:30	39	0	21	0	62	116	0	0	0	0	0	0	0	19	6	0	263
7:45	30	0	29	0	61	150	0	0	0	0	0	0	0	27	10	0	307
8:00	21	0	22	0	72	107	0	0	0	0	0	0	0	19	7	0	248
8:15	27	0	29	0	47	113	0	0	0	0	0	0	0	13	7	0	236
8:30	28	0	15	0	52	115	0	0	0	0	0	0	0	14	5	0	229
8:45	35	2	24	0	85	120	0	0	0	0	0	2	0	12	4	3	282
9:00	19	0	14	0	67	139	0	0	0	0	0	0	0	12	8	0	259
9:15	36	0	11	1	51	108	0	0	0	0	0	0	0	21	8	0	235
9:30	30	1	4	0	61	109	0	0	0	0	0	0	0	13	9	0	227
9:45	28	0	11	0	55	108	0	0	0	0	0	0	0	16	12	0	230
10:00	39	0	5	0	65	108	0	0	0	0	0	0	0	22	10	0	249
10:15	37	0	5	0	67	103	0	0	0	0	0	0	0	13	6	0	231
10:30	47	1	1	0	74	118	0	0	0	0	0	1	0	23	8	0	272
10:45	42	0	3	0	62	120	0	0	0	0	0	0	0	20	9	0	256
11:00	38	3	8	0	67	115	0	0	0	0	0	0	0	24	15	0	270
11:15	50	1	8	0	63	108	0	0	0	0	0	0	0	33	21	0	284
11:30	51	1	7	1	80	150	0	0	0	0	0	3	0	41	25	0	355
11:45	56	1	4	0	70	166	0	0	0	0	0	0	0	42	11	0	350
12:00	46	0	10	0	77	157	0	0	0	0	0	0	0	45	18	0	353
12:15	60	0	13	0	82	179	0	0	0	0	0	0	0	24	13	0	371
12:30	66	1	14	0	96	150	0	0	0	0	0	3	0	31	12	0	370
12:45	58	1	16	0	76	161	0	0	0	0	0	0	0	21	11	0	344
13:00	36	0	8	1	78	148	0	0	0	0	0	1	0	41	11	0	322
13:15	36	0	11	0	62	144	0	0	0	0	0	0	0	21	10	0	284
13:30	53	1	4	0	69	152	0	0	0	0	0	0	0	26	16	0	321
13:45	36	0	5	0	81	137	0	0	0	0	0	0	0	30	11	0	300
14:00	44	1	6	0	71	142	0	0	0	0	0	15	0	29	12	0	305
14:15	51	1	5	0	66	131	0	0	0	0	0	0	0	26	14	0	294
14:30	48	0	3	0	76	123	0	0	0	0	0	0	0	49	36	0	335
14:45	37	0	4	0	75	137	0	0	0	0	0	15	0	37	6	0	296
15:00	49	0	8	0	80	149	0	0	0	0	0	2	0	52	14	0	352
15:15	55	0	1	0	68	143	0	0	0	0	0	0	0	46	16	0	329
15:30	55	0	3	0	99	126	0	0	0	0	0	1	0	52	17	0	352
15:45	52	1	1	0	97	154	0	0	0	0	0	1	0	50	22	0	377
16:00	67	0	1	0	126	158	0	0	0	0	0	0	0	70	42	0	464
16:15	66	1	5	0	106	199	0	0	0	0	0	0	0	104	35	0	516
16:30	53	0	2	0	131	153	0	0	0	0	0	0	0	70	35	0	444
16:45	58	0	4	0	121	154	0	0	0	0	0	0	0	78	44	1	459
17:00	75	1	2	0	146	135	0	0	0	0	0	0	0	81	46	0	486
17:15	51	0	13	0	124	153	0	0	0	0	0	0	0	97	35	0	473
17:30	64	0	3	0	83	126	0	0	0	0	0	0	0	44	26	0	346
17:45	55	2	2	0	70	133	0	0	0	0	0	0	0	45	17	0	324
18:00	48	1	0	0	75	140	0	0	0	0	0	1	0	39	17	0	320
18:15	46	1	2	0	65	94	0	0	0	0	0	0	0	41	11	0	260
18:30	34	0	1	0	58	106	0	0	0	0	0	0	0	28	13	0	240
18:45	52	0	3	0	66	120	0	0	0	0	0	0	0	22	5	0	268
Total	2212	22	481	3	3864	6559	0	0	0	0	0	46	0	1730	769	5	15637

Location: 37th Street NW at NB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	N/A				37th Street				NB US 52 Ramp				37th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	1	0	0	0	5	1	0	0	0	0	0	0	0	3	1	0	11
6:15	1	0	1	0	4	1	0	0	0	0	0	0	0	0	1	0	8
6:30	0	0	0	0	5	5	0	0	0	0	0	0	0	2	4	0	16
6:45	0	0	0	0	3	2	0	0	0	0	0	0	0	2	1	0	8
7:00	1	0	0	0	7	1	0	0	0	0	0	3	0	4	2	0	15
7:15	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2	0	5
7:30	1	0	0	0	6	2	0	0	0	0	0	0	0	2	2	0	13
7:45	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
8:00	0	0	0	0	5	2	0	0	0	0	0	0	0	3	2	0	12
8:15	1	0	0	0	4	3	0	0	0	0	0	1	0	0	2	0	10
8:30	0	0	1	0	6	2	0	0	0	0	0	0	0	2	2	0	13
8:45	1	0	0	0	9	3	0	0	0	0	0	0	0	1	1	0	15
9:00	0	0	0	0	3	2	0	0	0	0	0	1	0	1	1	0	7
9:15	2	0	1	0	4	2	0	0	0	0	0	0	0	0	1	0	10
9:30	1	0	0	0	2	3	0	0	0	0	0	0	0	2	1	0	9
9:45	1	0	0	0	6	3	0	0	0	0	0	1	0	2	0	0	12
10:00	1	0	0	0	7	2	0	0	0	0	0	0	0	1	0	0	11
10:15	2	0	1	0	3	3	0	0	0	0	0	0	0	0	1	0	10
10:30	0	0	0	0	3	2	0	0	0	0	0	0	0	1	0	0	6
10:45	2	0	1	0	5	1	0	0	0	0	0	0	0	1	0	0	10
11:00	0	0	0	0	13	3	0	0	0	0	0	0	0	1	0	0	17
11:15	3	0	0	1	4	2	0	0	0	0	0	0	0	0	2	0	11
11:30	0	0	0	0	5	1	0	0	0	0	0	0	0	3	0	0	9
11:45	1	0	2	0	4	3	0	0	0	0	0	3	0	2	0	0	12
12:00	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	5
12:15	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	9
12:30	1	0	0	0	5	0	0	0	0	0	0	1	0	1	1	0	8
12:45	0	0	0	0	3	3	0	0	0	0	0	0	0	3	1	0	10
13:00	0	0	1	0	4	3	0	0	0	0	0	0	0	2	1	0	11
13:15	1	0	0	0	7	4	0	0	0	0	0	2	0	0	0	0	12
13:30	0	0	1	0	4	2	0	0	0	0	0	1	0	2	0	0	9
13:45	1	0	2	0	9	5	0	0	0	0	0	0	0	2	0	0	19
14:00	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	3
14:15	0	0	0	0	5	3	0	0	0	0	0	0	0	0	2	0	10
14:30	1	0	0	0	11	2	0	0	0	0	0	0	0	2	0	0	16
14:45	0	0	0	0	2	3	0	0	0	0	0	3	0	1	0	0	6
15:00	0	0	0	0	6	1	0	0	0	0	0	0	0	1	0	0	8
15:15	2	0	0	0	5	2	0	0	0	0	0	0	0	3	0	1	12
15:30	1	0	0	0	6	2	0	0	0	0	0	0	0	1	0	0	10
15:45	0	0	1	0	4	2	0	0	0	0	0	1	0	2	1	0	10
16:00	0	0	0	0	6	0	0	0	0	0	0	2	0	2	0	0	8
16:15	0	0	1	0	2	2	0	0	0	0	0	1	0	3	1	0	9
16:30	0	0	0	0	3	0	0	0	0	0	0	1	0	3	0	0	6
16:45	0	0	0	0	1	3	0	0	0	0	0	0	0	2	1	0	7
17:00	1	0	1	0	3	0	0	0	0	0	0	0	0	2	0	0	7
17:15	1	0	0	0	2	1	0	0	0	0	0	1	0	3	1	0	8
17:30	0	0	0	0	3	0	0	0	0	0	0	1	0	1	0	0	4
17:45	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	5
18:00	0	0	0	0	2	1	0	0	0	0	0	2	0	1	0	0	4
18:15	0	0	0	0	2	1	0	0	0	0	0	0	0	3	1	0	7
18:30	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	1	1	0	0	0	0	0	0	0	3	1	0	6
Total	31	0	14	1	222	98	0	0	0	0	0	27	0	83	38	1	486

Location: 37th Street NW at NB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	N/A				37th Street				NB US 52 Ramp				37th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	0	0	0	0	68	15	0	8	21	37	0	3	16	0	0	168
6:15	0	0	0	1	0	60	11	0	15	33	46	0	0	19	0	0	184
6:30	0	0	0	0	0	95	25	0	31	41	67	1	2	24	0	0	285
6:45	0	0	0	0	0	100	24	0	39	52	91	2	1	29	0	0	336
7:00	0	0	0	0	0	96	22	0	35	41	55	2	4	40	0	0	293
7:15	0	0	0	0	0	115	16	0	41	71	80	1	1	31	0	0	355
7:30	0	0	0	0	0	145	24	0	43	80	86	0	3	55	0	0	436
7:45	0	0	0	0	0	138	45	0	84	109	121	1	2	58	0	0	557
8:00	0	0	0	0	0	121	35	0	60	72	69	0	6	38	0	0	401
8:15	0	0	0	2	0	130	31	0	41	68	75	2	2	36	0	0	383
8:30	0	0	0	0	0	121	35	0	60	72	72	0	1	42	0	0	403
8:45	0	0	0	0	0	154	33	0	57	78	84	1	3	45	0	0	454
9:00	0	0	0	0	0	150	26	0	54	65	62	2	3	30	0	0	390
9:15	0	0	0	1	0	118	35	0	45	60	59	0	1	54	0	0	372
9:30	0	0	0	0	0	122	44	0	47	56	61	0	5	45	0	0	380
9:45	0	0	0	0	0	117	44	0	63	83	61	1	4	43	0	0	415
10:00	0	0	0	0	0	124	32	0	53	71	56	0	4	57	0	0	397
10:15	0	0	0	0	0	139	40	0	41	65	71	1	1	53	0	0	410
10:30	0	0	0	0	0	143	28	0	54	68	63	0	3	68	0	0	427
10:45	0	0	0	0	0	128	34	0	62	60	75	0	4	58	0	0	421
11:00	0	0	0	0	0	133	34	0	56	54	72	0	9	52	0	0	410
11:15	0	0	0	1	0	137	33	0	50	91	110	0	8	74	0	0	503
11:30	0	0	0	1	0	144	39	0	78	70	69	3	14	79	0	0	493
11:45	0	0	0	0	0	176	56	0	76	78	111	3	10	91	0	0	598
12:00	0	0	0	0	0	169	51	0	65	74	100	0	17	75	0	0	551
12:15	0	0	0	0	0	179	57	2	90	86	89	2	2	83	0	0	586
12:30	0	0	0	0	0	174	49	0	77	81	89	4	6	97	0	0	573
12:45	0	0	0	0	0	160	46	0	77	97	82	0	6	72	0	0	540
13:00	0	0	0	0	0	165	48	0	80	95	89	1	11	63	0	0	551
13:15	0	0	0	0	0	138	35	0	69	92	79	1	7	50	0	0	470
13:30	0	0	0	0	0	162	48	0	72	66	63	1	7	73	0	0	491
13:45	0	0	0	0	0	160	41	0	67	89	103	0	6	61	0	0	527
14:00	0	0	0	0	0	146	41	0	69	87	103	1	10	71	0	0	527
14:15	0	0	0	0	0	142	63	0	72	76	99	19	4	74	0	0	530
14:30	0	0	0	0	0	141	43	0	71	93	108	0	10	92	0	0	558
14:45	0	0	0	1	0	138	60	0	67	90	110	19	6	70	0	0	541
15:00	0	0	0	0	0	174	41	0	71	77	99	0	21	76	0	0	559
15:15	0	0	0	0	0	149	65	0	65	90	102	2	13	91	0	0	575
15:30	0	0	0	1	0	170	46	0	60	120	112	0	24	87	0	0	619
15:45	0	0	0	0	0	158	58	0	89	125	121	0	17	89	0	0	657
16:00	0	0	0	0	0	213	54	0	93	114	109	1	17	119	0	0	719
16:15	0	0	0	1	0	206	63	0	92	100	108	0	36	132	0	0	737
16:30	0	0	0	1	0	200	58	0	84	108	127	0	25	89	0	0	691
16:45	0	0	0	1	0	213	61	0	65	108	125	0	24	110	0	0	706
17:00	0	0	0	1	0	227	52	0	70	121	142	0	34	123	0	0	769
17:15	0	0	0	0	0	179	60	0	93	113	134	0	31	122	0	0	732
17:30	0	0	0	0	0	145	63	0	73	100	116	0	13	91	0	0	601
17:45	0	0	0	0	0	123	49	0	66	91	109	0	13	91	0	0	542
18:00	0	0	0	1	0	140	49	0	71	71	99	4	13	77	0	0	520
18:15	0	0	0	0	0	117	48	0	44	66	88	0	12	78	0	0	453
18:30	0	0	0	0	0	115	31	0	55	68	66	1	6	57	0	0	398
18:45	0	0	0	0	0	132	35	0	50	66	77	1	5	67	0	0	432
Total	0	0	0	13	0	7509	2176	2	3210	4123	4601	77	490	3517	0	0	25626
Cars+	0	0	0	7	0	7263	2135	2	3136	4036	4401	49	420	3472	0	0	24863
Trucks	0	0	0	6	0	246	41	0	74	87	200	28	70	45	0	0	763
% Trucks	0.0	0.0	0.0	46.2	0.0	3.3	1.9	0.0	2.3	2.1	4.3	36.4	14.3	1.3	0.0	0.0	
	0.0				3.0				3.0				2.9				3.0

Location: 37th Street NW at NB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	N/A				37th Street				NB US 52 Ramp				37th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	0	0	0	0	63	15	0	7	18	34	0	0	15	0	0	152
6:15	0	0	0	0	0	55	10	0	15	33	45	0	0	18	0	0	176
6:30	0	0	0	0	0	88	18	0	28	38	65	0	0	24	0	0	261
6:45	0	0	0	0	0	97	23	0	37	51	85	0	0	28	0	0	321
7:00	0	0	0	0	0	89	21	0	34	37	52	0	2	37	0	0	272
7:15	0	0	0	0	0	114	15	0	40	70	76	0	1	30	0	0	346
7:30	0	0	0	0	0	139	23	0	41	78	83	0	1	54	0	0	419
7:45	0	0	0	0	0	137	45	0	83	108	116	0	2	55	0	0	546
8:00	0	0	0	0	0	116	35	0	58	71	64	0	3	38	0	0	385
8:15	0	0	0	1	0	124	31	0	40	67	67	0	2	34	0	0	365
8:30	0	0	0	0	0	115	35	0	58	71	69	0	0	41	0	0	389
8:45	0	0	0	0	0	143	32	0	56	77	81	0	2	44	0	0	435
9:00	0	0	0	0	0	146	23	0	53	65	57	1	2	30	0	0	376
9:15	0	0	0	1	0	114	34	0	43	60	52	0	1	52	0	0	356
9:30	0	0	0	0	0	120	44	0	44	55	58	0	3	44	0	0	368
9:45	0	0	0	0	0	110	42	0	60	81	61	0	2	42	0	0	398
10:00	0	0	0	0	0	116	31	0	53	71	52	0	3	56	0	0	382
10:15	0	0	0	0	0	137	40	0	37	64	71	1	1	51	0	0	401
10:30	0	0	0	0	0	140	25	0	52	67	54	0	2	68	0	0	408
10:45	0	0	0	0	0	120	33	0	61	59	71	0	3	56	0	0	403
11:00	0	0	0	0	0	121	33	0	55	54	66	0	8	52	0	0	389
11:15	0	0	0	0	0	133	32	0	48	91	104	0	8	71	0	0	487
11:30	0	0	0	1	0	139	39	0	77	70	67	2	13	77	0	0	482
11:45	0	0	0	0	0	171	56	0	73	75	107	0	9	89	0	0	580
12:00	0	0	0	0	0	167	50	0	65	72	95	0	15	75	0	0	539
12:15	0	0	0	0	0	172	56	2	88	84	87	2	2	83	0	0	572
12:30	0	0	0	0	0	169	49	0	77	78	86	3	5	96	0	0	560
12:45	0	0	0	0	0	156	45	0	75	95	76	0	4	71	0	0	522
13:00	0	0	0	0	0	159	47	0	78	93	85	1	9	63	0	0	534
13:15	0	0	0	0	0	132	34	0	65	90	68	0	7	49	0	0	445
13:30	0	0	0	0	0	158	47	0	70	65	61	0	6	72	0	0	479
13:45	0	0	0	0	0	147	40	0	65	87	101	0	4	60	0	0	504
14:00	0	0	0	0	0	146	40	0	69	85	95	0	9	71	0	0	515
14:15	0	0	0	0	0	136	63	0	69	75	96	19	3	74	0	0	516
14:30	0	0	0	0	0	130	43	0	70	93	102	0	8	91	0	0	537
14:45	0	0	0	1	0	135	59	0	66	89	104	17	5	70	0	0	528
15:00	0	0	0	0	0	167	41	0	70	75	90	0	20	76	0	0	539
15:15	0	0	0	0	0	143	65	0	64	88	98	1	10	89	0	0	557
15:30	0	0	0	0	0	164	46	0	58	116	104	0	23	86	0	0	597
15:45	0	0	0	0	0	154	58	0	87	120	118	0	15	89	0	0	641
16:00	0	0	0	0	0	206	54	0	93	112	104	0	16	118	0	0	703
16:15	0	0	0	1	0	203	62	0	90	97	105	0	33	132	0	0	722
16:30	0	0	0	0	0	199	58	0	84	106	125	0	25	87	0	0	684
16:45	0	0	0	1	0	210	60	0	64	105	122	0	21	110	0	0	692
17:00	0	0	0	0	0	224	51	0	70	119	139	0	32	122	0	0	757
17:15	0	0	0	0	0	176	60	0	92	110	133	0	28	121	0	0	720
17:30	0	0	0	0	0	143	63	0	73	99	116	0	12	91	0	0	597
17:45	0	0	0	0	0	122	48	0	65	88	107	0	11	91	0	0	532
18:00	0	0	0	1	0	138	47	0	70	69	99	1	12	77	0	0	512
18:15	0	0	0	0	0	115	48	0	43	63	87	0	9	78	0	0	443
18:30	0	0	0	0	0	114	31	0	54	68	66	1	6	57	0	0	396
18:45	0	0	0	0	0	131	35	0	49	64	75	0	2	67	0	0	423
Total	0	0	0	7	0	7263	2135	2	3136	4036	4401	49	420	3472	0	0	24863

Location: 37th Street NW at NB US 52 Ramp
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	N/A				37th Street				NB US 52 Ramp				37th Street				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	5	0	0	1	3	3	0	3	1	0	0	16
6:15	0	0	0	1	0	5	1	0	0	0	1	0	0	1	0	0	8
6:30	0	0	0	0	0	7	7	0	3	3	2	1	2	0	0	0	24
6:45	0	0	0	0	0	3	1	0	2	1	6	2	1	1	0	0	15
7:00	0	0	0	0	0	7	1	0	1	4	3	2	2	3	0	0	21
7:15	0	0	0	0	0	1	1	0	1	1	4	1	0	1	0	0	9
7:30	0	0	0	0	0	6	1	0	2	2	3	0	2	1	0	0	17
7:45	0	0	0	0	0	1	0	0	1	1	5	1	0	3	0	0	11
8:00	0	0	0	0	0	5	0	0	2	1	5	0	3	0	0	0	16
8:15	0	0	0	1	0	6	0	0	1	1	8	2	0	2	0	0	18
8:30	0	0	0	0	0	6	0	0	2	1	3	0	1	1	0	0	14
8:45	0	0	0	0	0	11	1	0	1	1	3	1	1	1	0	0	19
9:00	0	0	0	0	0	4	3	0	1	0	5	1	1	0	0	0	14
9:15	0	0	0	0	0	4	1	0	2	0	7	0	0	2	0	0	16
9:30	0	0	0	0	0	2	0	0	3	1	3	0	2	1	0	0	12
9:45	0	0	0	0	0	7	2	0	3	2	0	1	2	1	0	0	17
10:00	0	0	0	0	0	8	1	0	0	0	4	0	1	1	0	0	15
10:15	0	0	0	0	0	2	0	0	4	1	0	0	0	2	0	0	9
10:30	0	0	0	0	0	3	3	0	2	1	9	0	1	0	0	0	19
10:45	0	0	0	0	0	8	1	0	1	1	4	0	1	2	0	0	18
11:00	0	0	0	0	0	12	1	0	1	0	6	0	1	0	0	0	21
11:15	0	0	0	1	0	4	1	0	2	0	6	0	0	3	0	0	16
11:30	0	0	0	0	0	5	0	0	1	0	2	1	1	2	0	0	11
11:45	0	0	0	0	0	5	0	0	3	3	4	3	1	2	0	0	18
12:00	0	0	0	0	0	2	1	0	0	2	5	0	2	0	0	0	12
12:15	0	0	0	0	0	7	1	0	2	2	2	0	0	0	0	0	14
12:30	0	0	0	0	0	5	0	0	0	3	3	1	1	1	0	0	13
12:45	0	0	0	0	0	4	1	0	2	2	6	0	2	1	0	0	18
13:00	0	0	0	0	0	6	1	0	2	2	4	0	2	0	0	0	17
13:15	0	0	0	0	0	6	1	0	4	2	11	1	0	1	0	0	25
13:30	0	0	0	0	0	4	1	0	2	1	2	1	1	1	0	0	12
13:45	0	0	0	0	0	13	1	0	2	2	2	0	2	1	0	0	23
14:00	0	0	0	0	0	0	1	0	0	2	8	1	1	0	0	0	12
14:15	0	0	0	0	0	6	0	0	3	1	3	0	1	0	0	0	14
14:30	0	0	0	0	0	11	0	0	1	0	6	0	2	1	0	0	21
14:45	0	0	0	0	0	3	1	0	1	1	6	2	1	0	0	0	13
15:00	0	0	0	0	0	7	0	0	1	2	9	0	1	0	0	0	20
15:15	0	0	0	0	0	6	0	0	1	2	4	1	3	2	0	0	18
15:30	0	0	0	1	0	6	0	0	2	4	8	0	1	1	0	0	22
15:45	0	0	0	0	0	4	0	0	2	5	3	0	2	0	0	0	16
16:00	0	0	0	0	0	7	0	0	0	2	5	1	1	1	0	0	16
16:15	0	0	0	0	0	3	1	0	2	3	3	0	3	0	0	0	15
16:30	0	0	0	1	0	1	0	0	0	2	2	0	0	2	0	0	7
16:45	0	0	0	0	0	3	1	0	1	3	3	0	3	0	0	0	14
17:00	0	0	0	1	0	3	1	0	0	2	3	0	2	1	0	0	12
17:15	0	0	0	0	0	3	0	0	1	3	1	0	3	1	0	0	12
17:30	0	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	4
17:45	0	0	0	0	0	1	1	0	1	3	2	0	2	0	0	0	10
18:00	0	0	0	0	0	2	2	0	1	2	0	3	1	0	0	0	8
18:15	0	0	0	0	0	2	0	0	1	3	1	0	3	0	0	0	10
18:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	1	0	0	1	2	2	1	3	0	0	0	9
Total	0	0	0	6	0	246	41	0	74	87	200	28	70	45	0	0	763

Location: 37th Street NW at 21st Avenue NWE Frontage Road
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	21st Avenue NW				37th St NW				E Frontage Rd				37th St NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	1	0	0	1	79	2	0	3	1	1	0	0	49	4	0	141
6:15	1	0	0	0	6	73	1	0	0	1	4	0	0	63	3	1	152
6:30	0	1	2	0	2	105	1	0	5	0	2	1	0	84	5	0	207
6:45	1	1	1	0	5	117	1	0	5	0	1	1	0	117	4	0	253
7:00	0	1	0	0	3	112	1	0	7	2	1	1	1	90	4	0	222
7:15	1	1	0	0	2	127	4	0	6	1	5	1	5	98	7	0	257
7:30	3	2	1	1	5	159	4	0	10	0	3	0	4	132	7	0	330
7:45	4	3	1	0	5	166	7	0	13	3	3	0	5	163	9	0	382
8:00	5	1	2	0	8	154	5	0	7	3	4	1	4	98	4	0	295
8:15	3	2	2	1	7	147	6	1	6	3	4	1	1	106	6	1	293
8:30	4	1	3	0	5	147	5	1	10	4	2	0	1	106	6	0	294
8:45	4	5	2	0	5	179	4	0	6	2	3	1	3	118	8	1	339
9:00	5	2	7	0	6	167	9	0	9	7	6	0	4	77	8	1	307
9:15	7	6	7	0	5	135	10	0	8	1	5	0	3	97	10	1	294
9:30	4	6	4	0	6	150	11	0	10	2	2	0	8	87	7	1	297
9:45	4	8	6	0	8	155	8	0	7	5	4	0	4	84	12	0	305
10:00	8	6	4	0	8	137	16	0	13	4	11	0	2	96	10	0	315
10:15	8	2	9	0	6	152	10	0	19	3	2	0	6	107	9	0	333
10:30	8	2	20	0	8	140	10	0	12	10	5	0	8	99	12	0	334
10:45	7	5	7	0	9	138	21	1	18	4	3	1	7	111	9	0	339
11:00	11	9	13	0	10	142	6	0	9	6	10	0	3	98	16	0	333
11:15	8	11	13	0	13	144	16	0	17	13	10	1	9	144	18	1	416
11:30	10	10	15	0	10	157	9	0	21	4	13	0	6	125	9	0	389
11:45	14	9	9	0	14	190	18	3	27	12	10	0	6	152	29	0	490
12:00	9	19	19	0	23	166	15	0	31	6	15	0	3	149	13	0	468
12:15	8	13	12	2	22	189	12	1	38	10	16	0	5	132	16	0	473
12:30	9	11	6	0	10	191	18	0	32	10	11	0	6	147	13	0	464
12:45	10	5	13	0	6	179	13	0	20	9	13	0	8	133	10	1	419
13:00	13	10	10	0	11	171	8	0	28	13	14	0	9	126	18	0	431
13:15	11	16	13	0	11	130	16	0	29	11	14	0	9	96	18	0	374
13:30	4	2	14	0	12	174	11	0	16	9	11	1	9	108	15	1	385
13:45	8	8	8	0	5	176	12	2	21	10	12	0	12	124	18	0	414
14:00	15	8	17	0	13	153	19	1	27	13	10	0	6	137	15	0	433
14:15	17	10	11	0	9	160	15	0	24	13	10	0	8	146	19	0	442
14:30	20	8	16	0	4	152	9	1	19	13	8	0	13	167	9	0	438
14:45	13	11	10	1	11	168	13	1	21	10	17	3	7	151	19	1	451
15:00	11	11	17	0	15	174	19	0	22	12	9	0	8	150	13	0	461
15:15	10	8	12	0	7	184	14	0	26	9	8	1	6	164	18	0	466
15:30	13	12	12	1	9	188	18	0	17	12	9	0	10	174	13	0	487
15:45	12	9	16	0	10	191	9	0	18	17	15	1	3	180	19	0	499
16:00	13	12	17	0	9	225	13	0	33	12	13	2	6	194	20	0	567
16:15	8	16	17	0	13	216	13	0	20	5	12	1	3	195	30	0	548
16:30	8	16	22	0	19	226	9	0	29	4	26	3	9	183	15	0	566
16:45	11	9	12	0	14	228	11	1	23	17	14	1	12	204	21	0	576
17:00	15	15	22	0	21	217	7	0	33	11	21	0	8	228	22	0	620
17:15	15	16	19	0	19	207	17	0	26	9	22	1	3	222	24	0	599
17:30	10	6	10	0	10	155	12	1	28	5	13	0	10	167	17	0	443
17:45	5	11	11	0	10	130	9	0	35	11	5	0	6	171	21	2	425
18:00	7	12	14	0	11	149	5	0	23	9	12	4	9	142	16	0	409
18:15	9	8	7	0	11	136	6	0	22	7	12	2	8	132	20	0	378
18:30	3	12	6	0	7	117	9	0	25	6	8	0	6	102	15	0	316
18:45	5	9	11	0	12	130	2	0	22	9	15	1	8	122	14	0	359
Total	412	398	502	6	491	8254	519	14	956	373	479	30	300	6847	697	12	20228
Cars+	411	398	499	3	489	7982	519	8	950	372	468	7	299	6611	693	8	19691
Trucks	1	0	3	3	2	272	0	6	6	1	11	23	1	236	4	4	537
% Trucks	0.2	0.0	0.6	50.0	0.4	3.3	0.0	42.9	0.6	0.3	2.3	76.7	0.3	3.4	0.6	33.3	
	0.3				3.0				1.0				3.1				2.7

Location: 37th Street NW at 21st Avenue NWE Frontage Road
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	21st Avenue NW				37th St NW				E Frontage Rd				37th St NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	1	0	0	1	74	2	0	3	1	1	0	0	46	3	0	132
6:15	1	0	0	0	6	67	1	0	0	1	4	0	0	61	3	0	144
6:30	0	1	2	0	2	98	1	0	3	0	2	0	0	82	5	0	196
6:45	1	1	1	0	5	113	1	0	5	0	1	0	0	110	4	0	242
7:00	0	1	0	0	3	104	1	0	7	2	1	0	1	84	4	0	208
7:15	1	1	0	0	2	125	4	0	6	1	5	0	5	94	6	0	250
7:30	2	2	1	0	5	152	4	0	10	0	2	0	4	129	7	0	318
7:45	4	3	1	0	5	164	7	0	13	3	3	0	5	154	9	0	371
8:00	5	1	2	0	8	149	5	0	7	3	4	0	4	93	4	0	285
8:15	3	2	2	0	7	141	6	0	6	3	3	1	1	96	6	1	276
8:30	4	1	3	0	5	140	5	0	10	4	2	0	1	102	6	0	283
8:45	4	5	2	0	5	168	4	0	6	2	2	0	3	115	8	0	324
9:00	5	2	7	0	6	160	9	0	9	6	6	0	4	72	8	1	294
9:15	7	6	7	0	5	130	10	0	8	1	5	0	3	89	10	1	281
9:30	4	6	4	0	6	148	11	0	10	2	1	0	8	84	7	0	291
9:45	4	8	6	0	7	146	8	0	7	5	4	0	4	83	12	0	294
10:00	8	6	4	0	8	128	16	0	13	4	10	0	2	91	10	0	300
10:15	8	2	9	0	6	150	10	0	19	3	2	0	6	105	9	0	329
10:30	8	2	20	0	8	135	10	0	11	10	5	0	8	91	12	0	320
10:45	7	5	6	0	9	130	21	1	18	4	3	1	6	104	9	0	322
11:00	11	9	12	0	10	130	6	0	9	6	10	0	3	94	16	0	316
11:15	8	11	13	0	13	139	16	0	17	13	10	1	9	134	18	1	401
11:30	10	10	15	0	10	152	9	0	21	4	13	0	6	121	9	0	380
11:45	14	9	9	0	14	184	18	3	27	12	10	0	6	147	29	0	479
12:00	9	19	19	0	23	163	15	0	31	6	14	0	3	144	13	0	459
12:15	8	13	12	2	22	181	12	0	38	10	16	0	5	130	16	0	463
12:30	9	11	6	0	10	186	18	0	32	10	11	0	6	143	13	0	455
12:45	10	5	13	0	6	174	13	0	20	9	13	0	8	126	10	1	407
13:00	13	10	10	0	11	165	8	0	27	13	14	0	9	122	18	0	420
13:15	11	16	13	0	11	123	16	0	29	11	13	0	9	86	17	0	355
13:30	4	2	14	0	12	169	11	0	16	9	10	0	9	104	15	1	375
13:45	8	8	8	0	5	163	12	0	20	10	12	0	12	121	18	0	397
14:00	15	8	17	0	13	152	19	1	27	13	10	0	6	130	15	0	425
14:15	17	10	11	0	9	154	15	0	24	13	10	0	8	142	19	0	432
14:30	20	8	16	0	4	141	9	0	19	13	8	0	13	161	9	0	421
14:45	13	11	10	1	11	165	13	1	21	10	17	0	7	146	19	0	443
15:00	11	11	17	0	15	167	19	0	22	12	9	0	8	140	13	0	444
15:15	10	8	12	0	7	178	14	0	26	9	8	0	6	161	17	0	456
15:30	13	12	12	0	9	183	18	0	17	12	9	0	10	165	13	0	473
15:45	12	9	16	0	10	186	9	0	18	17	15	0	3	177	19	0	491
16:00	13	12	17	0	9	218	13	0	33	12	13	0	6	188	20	0	554
16:15	8	16	17	0	13	213	13	0	20	5	12	0	3	192	30	0	542
16:30	8	16	22	0	19	225	9	0	29	4	26	1	9	179	15	0	561
16:45	11	9	12	0	14	223	11	1	23	17	13	0	12	201	21	0	567
17:00	15	15	22	0	21	214	7	0	33	11	19	0	8	224	22	0	611
17:15	15	16	19	0	18	205	17	0	26	9	22	0	3	220	24	0	594
17:30	10	6	10	0	10	153	12	1	28	5	13	0	10	165	17	0	439
17:45	5	11	11	0	10	129	9	0	34	11	5	0	6	169	21	2	421
18:00	7	12	13	0	11	146	5	0	23	9	12	1	9	142	16	0	405
18:15	9	8	7	0	11	134	6	0	22	7	12	2	8	131	20	0	375
18:30	3	12	6	0	7	116	9	0	25	6	8	0	6	101	15	0	314
18:45	5	9	11	0	12	129	2	0	22	9	15	0	8	120	14	0	356
Total	411	398	499	3	489	7982	519	8	950	372	468	7	299	6611	693	8	19691

Location: 37th Street NW at 21st Avenue NWE Frontage Road
Count Date: 6/25/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	21st Avenue NW				37th St NW				E Frontage Rd				37th St NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	5	0	0	0	0	0	0	0	3	1	0	9
6:15	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	1	8
6:30	0	0	0	0	0	7	0	0	2	0	0	1	0	2	0	0	11
6:45	0	0	0	0	0	4	0	0	0	0	0	1	0	7	0	0	11
7:00	0	0	0	0	0	8	0	0	0	0	0	1	0	6	0	0	14
7:15	0	0	0	0	0	2	0	0	0	0	0	1	0	4	1	0	7
7:30	1	0	0	1	0	7	0	0	0	0	1	0	0	3	0	0	12
7:45	0	0	0	0	0	2	0	0	0	0	0	0	0	9	0	0	11
8:00	0	0	0	0	0	5	0	0	0	0	0	1	0	5	0	0	10
8:15	0	0	0	1	0	6	0	1	0	0	1	0	0	10	0	0	17
8:30	0	0	0	0	0	7	0	1	0	0	0	0	0	4	0	0	11
8:45	0	0	0	0	0	11	0	0	0	0	1	1	0	3	0	1	15
9:00	0	0	0	0	0	7	0	0	0	1	0	0	0	5	0	0	13
9:15	0	0	0	0	0	5	0	0	0	0	0	0	0	8	0	0	13
9:30	0	0	0	0	0	2	0	0	0	0	1	0	0	3	0	1	6
9:45	0	0	0	0	1	9	0	0	0	0	0	0	0	1	0	0	11
10:00	0	0	0	0	0	9	0	0	0	0	1	0	0	5	0	0	15
10:15	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
10:30	0	0	0	0	0	5	0	0	1	0	0	0	0	8	0	0	14
10:45	0	0	1	0	0	8	0	0	0	0	0	0	1	7	0	0	17
11:00	0	0	1	0	0	12	0	0	0	0	0	0	0	4	0	0	17
11:15	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	15
11:30	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
11:45	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0	11
12:00	0	0	0	0	0	3	0	0	0	0	1	0	0	5	0	0	9
12:15	0	0	0	0	0	8	0	1	0	0	0	0	0	2	0	0	10
12:30	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	9
12:45	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0	12
13:00	0	0	0	0	0	6	0	0	1	0	0	0	0	4	0	0	11
13:15	0	0	0	0	0	7	0	0	0	0	1	0	0	10	1	0	19
13:30	0	0	0	0	0	5	0	0	0	0	1	1	0	4	0	0	10
13:45	0	0	0	0	0	13	0	2	1	0	0	0	0	3	0	0	17
14:00	0	0	0	0	0	1	0	0	0	0	0	0	0	7	0	0	8
14:15	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0	10
14:30	0	0	0	0	0	11	0	1	0	0	0	0	0	6	0	0	17
14:45	0	0	0	0	0	3	0	0	0	0	0	3	0	5	0	1	8
15:00	0	0	0	0	0	7	0	0	0	0	0	0	0	10	0	0	17
15:15	0	0	0	0	0	6	0	0	0	0	0	1	0	3	1	0	10
15:30	0	0	0	1	0	5	0	0	0	0	0	0	0	9	0	0	14
15:45	0	0	0	0	0	5	0	0	0	0	0	1	0	3	0	0	8
16:00	0	0	0	0	0	7	0	0	0	0	0	2	0	6	0	0	13
16:15	0	0	0	0	0	3	0	0	0	0	0	1	0	3	0	0	6
16:30	0	0	0	0	0	1	0	0	0	0	0	2	0	4	0	0	5
16:45	0	0	0	0	0	5	0	0	0	0	1	1	0	3	0	0	9
17:00	0	0	0	0	0	3	0	0	0	0	2	0	0	4	0	0	9
17:15	0	0	0	0	1	2	0	0	0	0	0	1	0	2	0	0	5
17:30	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
17:45	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	4
18:00	0	0	1	0	0	3	0	0	0	0	0	3	0	0	0	0	4
18:15	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
18:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
18:45	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	3
Total	1	0	3	3	2	272	0	6	6	1	11	23	1	236	4	4	537

Location: Marketplace Drive at East IBM Access
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Marketplace Drive				N/A				Marketplace Drive				East IBM Access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	0	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	9
6:15	0	10	0	0	0	0	0	0	0	5	0	0	0	0	0	0	15
6:30	0	12	0	0	0	0	0	0	0	6	0	0	0	0	0	0	18
6:45	0	13	0	0	0	0	0	0	0	11	0	0	0	0	0	0	24
7:00	0	12	0	0	0	0	0	0	0	15	0	0	0	0	0	0	27
7:15	0	11	0	0	0	0	0	0	0	18	0	0	0	0	0	0	29
7:30	0	21	0	0	0	0	0	0	0	20	0	0	0	0	0	0	41
7:45	0	19	0	0	0	0	0	0	0	22	0	0	0	0	0	1	41
8:00	0	21	0	0	0	0	0	0	0	22	0	0	0	0	0	0	43
8:15	0	30	0	0	0	0	0	0	0	22	0	0	0	0	0	0	52
8:30	0	23	0	0	0	0	0	0	0	18	0	0	0	0	0	0	41
8:45	0	27	0	0	0	0	0	0	0	25	0	0	0	0	0	0	52
9:00	0	22	0	0	0	0	0	0	0	25	0	0	0	0	0	1	47
9:15	0	27	0	0	0	0	0	0	0	20	0	0	0	0	0	1	47
9:30	0	25	0	0	0	0	0	0	0	25	0	0	0	0	0	2	50
9:45	0	27	0	0	0	0	0	0	0	29	0	0	0	0	0	1	56
10:00	0	40	0	0	0	0	0	0	0	35	0	0	0	0	0	3	75
10:15	0	46	0	0	0	0	0	0	0	29	0	0	0	0	0	2	75
10:30	0	28	0	0	0	0	0	0	0	25	0	0	0	0	0	1	53
10:45	0	48	1	0	0	0	0	0	0	32	0	0	1	0	0	2	82
11:00	0	40	0	0	0	0	0	0	0	42	0	0	0	0	0	1	82
11:15	0	45	0	0	0	0	0	0	0	31	0	0	0	0	0	1	76
11:30	0	49	0	0	0	0	0	0	0	28	0	0	0	0	0	1	77
11:45	0	53	1	0	0	0	0	0	0	38	0	0	0	0	1	1	93
12:00	0	59	0	0	0	0	0	0	0	39	0	0	0	0	0	2	98
12:15	0	50	2	0	0	0	0	0	0	48	0	0	0	0	2	1	102
12:30	0	57	0	0	0	0	0	0	0	50	0	0	0	0	0	0	107
12:45	0	67	0	0	0	0	0	0	0	44	0	0	0	0	0	1	111
13:00	0	57	0	0	0	0	0	0	0	39	0	0	0	0	0	1	96
13:15	0	52	1	0	0	0	0	0	0	35	0	0	0	0	1	0	89
13:30	0	65	1	0	0	0	0	0	0	27	0	0	0	0	0	1	93
13:45	0	56	2	0	0	0	0	0	0	36	0	0	0	0	1	3	95
14:00	0	42	0	0	0	0	0	0	0	30	0	0	0	0	0	0	72
14:15	0	40	0	0	0	0	0	0	0	36	0	0	0	0	0	4	76
14:30	0	55	1	0	0	0	0	0	0	33	0	0	0	0	1	4	90
14:45	0	42	0	0	0	0	0	0	0	31	0	0	1	0	0	0	74
15:00	0	61	0	0	0	0	0	0	0	45	0	0	0	0	0	3	106
15:15	0	50	0	0	0	0	0	0	0	41	0	0	0	0	0	1	91
15:30	0	55	0	0	0	0	0	0	0	28	0	0	0	0	0	0	83
15:45	0	54	0	0	0	0	0	0	0	40	0	0	0	0	0	1	94
16:00	0	67	0	0	0	0	0	0	0	61	0	0	0	0	0	0	128
16:15	0	58	1	0	0	0	0	0	0	46	0	0	0	0	1	0	106
16:30	0	65	0	0	0	0	0	0	0	54	0	0	0	0	0	0	119
16:45	0	69	1	0	0	0	0	0	0	48	0	0	1	0	0	0	119
17:00	0	70	0	0	0	0	0	0	0	55	0	0	0	0	0	1	125
17:15	0	70	0	0	0	0	0	0	0	55	0	0	0	0	0	0	125
17:30	0	61	0	0	0	0	0	0	0	45	0	0	0	0	0	0	106
17:45	0	52	0	0	0	0	0	0	0	42	0	0	0	0	0	0	94
18:00	0	82	0	0	0	0	0	0	0	38	0	0	0	0	0	2	120
18:15	0	62	0	0	0	0	0	0	0	42	0	0	0	0	0	0	104
18:30	0	65	0	0	0	0	0	0	0	34	0	0	0	0	0	0	99
18:45	0	39	0	0	0	0	0	0	0	28	0	0	0	0	0	1	67
Total	0	2276	11	0	0	0	0	0	0	1697	0	0	3	0	7	44	3994
Cars+	0	2264	11	0	0	0	0	0	0	1689	0	0	3	0	7	24	3974
Trucks	0	12	0	0	0	0	0	0	0	8	0	0	0	0	0	20	20
% Trucks	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	45.5	
	0.5				0.0				0.5				0.0				0.5

Location: Marketplace Drive at East IBM Access
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	Marketplace Drive				N/A				Marketplace Drive				East IBM Access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	0	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	9
6:15	0	10	0	0	0	0	0	0	0	5	0	0	0	0	0	0	15
6:30	0	12	0	0	0	0	0	0	0	6	0	0	0	0	0	0	18
6:45	0	12	0	0	0	0	0	0	0	11	0	0	0	0	0	0	23
7:00	0	12	0	0	0	0	0	0	0	15	0	0	0	0	0	0	27
7:15	0	11	0	0	0	0	0	0	0	18	0	0	0	0	0	0	29
7:30	0	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	40
7:45	0	18	0	0	0	0	0	0	0	22	0	0	0	0	0	0	40
8:00	0	21	0	0	0	0	0	0	0	21	0	0	0	0	0	0	42
8:15	0	30	0	0	0	0	0	0	0	22	0	0	0	0	0	0	52
8:30	0	23	0	0	0	0	0	0	0	18	0	0	0	0	0	0	41
8:45	0	27	0	0	0	0	0	0	0	25	0	0	0	0	0	0	52
9:00	0	21	0	0	0	0	0	0	0	25	0	0	0	0	0	0	46
9:15	0	26	0	0	0	0	0	0	0	20	0	0	0	0	0	1	46
9:30	0	25	0	0	0	0	0	0	0	25	0	0	0	0	0	2	50
9:45	0	27	0	0	0	0	0	0	0	29	0	0	0	0	0	1	56
10:00	0	40	0	0	0	0	0	0	0	35	0	0	0	0	0	2	75
10:15	0	46	0	0	0	0	0	0	0	29	0	0	0	0	0	1	75
10:30	0	28	0	0	0	0	0	0	0	25	0	0	0	0	0	0	53
10:45	0	48	1	0	0	0	0	0	0	32	0	0	1	0	0	1	82
11:00	0	40	0	0	0	0	0	0	0	41	0	0	0	0	0	1	81
11:15	0	44	0	0	0	0	0	0	0	31	0	0	0	0	0	0	75
11:30	0	49	0	0	0	0	0	0	0	28	0	0	0	0	0	0	77
11:45	0	53	1	0	0	0	0	0	0	38	0	0	0	0	1	0	93
12:00	0	59	0	0	0	0	0	0	0	39	0	0	0	0	0	0	98
12:15	0	50	2	0	0	0	0	0	0	46	0	0	0	0	2	0	100
12:30	0	55	0	0	0	0	0	0	0	50	0	0	0	0	0	0	105
12:45	0	67	0	0	0	0	0	0	0	43	0	0	0	0	0	0	110
13:00	0	56	0	0	0	0	0	0	0	39	0	0	0	0	0	1	95
13:15	0	52	1	0	0	0	0	0	0	35	0	0	0	0	1	0	89
13:30	0	64	1	0	0	0	0	0	0	27	0	0	0	0	0	1	92
13:45	0	56	2	0	0	0	0	0	0	36	0	0	0	0	1	3	95
14:00	0	42	0	0	0	0	0	0	0	29	0	0	0	0	0	0	71
14:15	0	40	0	0	0	0	0	0	0	36	0	0	0	0	0	2	76
14:30	0	55	1	0	0	0	0	0	0	32	0	0	0	0	1	2	89
14:45	0	42	0	0	0	0	0	0	0	31	0	0	1	0	0	0	74
15:00	0	61	0	0	0	0	0	0	0	44	0	0	0	0	0	2	105
15:15	0	50	0	0	0	0	0	0	0	41	0	0	0	0	0	0	91
15:30	0	55	0	0	0	0	0	0	0	28	0	0	0	0	0	0	83
15:45	0	54	0	0	0	0	0	0	0	40	0	0	0	0	0	0	94
16:00	0	67	0	0	0	0	0	0	0	61	0	0	0	0	0	0	128
16:15	0	58	1	0	0	0	0	0	0	46	0	0	0	0	1	0	106
16:30	0	64	0	0	0	0	0	0	0	54	0	0	0	0	0	0	118
16:45	0	69	1	0	0	0	0	0	0	48	0	0	1	0	0	0	119
17:00	0	70	0	0	0	0	0	0	0	55	0	0	0	0	0	1	125
17:15	0	70	0	0	0	0	0	0	0	55	0	0	0	0	0	0	125
17:30	0	61	0	0	0	0	0	0	0	45	0	0	0	0	0	0	106
17:45	0	52	0	0	0	0	0	0	0	42	0	0	0	0	0	0	94
18:00	0	81	0	0	0	0	0	0	0	38	0	0	0	0	0	2	119
18:15	0	62	0	0	0	0	0	0	0	42	0	0	0	0	0	0	104
18:30	0	65	0	0	0	0	0	0	0	34	0	0	0	0	0	0	99
18:45	0	39	0	0	0	0	0	0	0	28	0	0	0	0	0	1	67
Total	0	2264	11	0	0	0	0	0	0	1689	0	0	3	0	7	24	3974

Location: Marketplace Drive at East IBM Access
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	Marketplace Drive				N/A				Marketplace Drive				East IBM Access				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	2
12:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
14:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	12	0	0	0	0	0	0	0	8	0	0	0	0	0	20	20

Location: Valleyhigh Drive NW at 31st Avenue NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	Valleyhigh Drive NW				31st Avenue NW				Valleyhigh Drive NW				N/A				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	3	27	0	0	9	0	7	1	0	35	5	0	0	0	0	0	86
6:15	4	31	0	0	16	0	8	0	0	44	4	0	0	0	0	0	107
6:30	4	38	0	0	1	0	1	0	0	36	7	0	0	0	0	0	87
6:45	6	43	0	0	3	0	14	0	0	73	5	0	0	0	0	0	144
7:00	7	56	0	0	4	0	8	0	0	69	9	0	0	0	0	0	153
7:15	8	68	0	0	5	0	10	0	0	93	10	0	0	0	0	0	194
7:30	13	74	0	0	8	0	16	0	0	80	12	0	0	0	0	0	203
7:45	14	62	0	0	8	0	17	0	0	128	17	0	0	0	0	0	246
8:00	11	54	0	0	3	0	15	0	0	80	6	0	0	0	0	0	169
8:15	15	54	0	0	9	0	13	1	0	80	19	0	0	0	0	0	190
8:30	10	60	0	0	3	0	12	0	0	61	14	0	0	0	0	0	160
8:45	8	39	0	0	6	0	14	0	0	70	15	0	0	0	0	0	152
9:00	9	48	0	0	7	0	8	0	0	51	12	0	0	0	0	0	135
9:15	5	35	0	0	3	0	3	0	0	58	14	0	0	0	0	0	118
9:30	6	41	0	0	10	0	6	0	0	45	10	0	0	0	0	0	118
9:45	3	50	0	0	10	0	6	0	0	49	2	0	0	0	0	0	120
10:00	7	43	0	0	5	0	7	0	0	51	9	0	0	0	0	1	122
10:15	9	43	0	0	8	0	10	0	0	56	7	0	0	0	0	0	133
10:30	12	50	0	0	6	0	6	0	0	40	7	0	0	0	0	0	121
10:45	8	38	0	0	9	0	9	0	0	48	7	0	0	0	0	1	119
11:00	7	53	0	0	6	0	7	0	0	51	9	0	0	0	0	0	133
11:15	13	56	0	0	6	0	9	0	0	58	6	0	0	0	0	0	148
11:30	8	65	0	0	7	0	11	0	0	49	11	0	0	0	0	0	151
11:45	11	73	0	0	12	0	18	0	0	61	6	0	0	0	0	0	181
12:00	16	60	0	0	12	0	11	0	0	75	16	0	0	0	0	0	190
12:15	10	63	0	0	14	0	15	0	0	66	10	0	0	0	0	0	178
12:30	12	50	0	0	8	0	6	0	0	49	7	0	0	0	0	0	132
12:45	7	55	0	0	13	0	13	0	0	78	13	0	0	0	0	0	179
13:00	15	58	0	1	10	0	9	0	0	72	14	0	0	0	0	0	178
13:15	3	49	0	0	5	0	11	0	0	60	3	0	0	0	0	1	131
13:30	7	61	0	0	8	0	9	0	0	65	9	0	0	0	0	0	159
13:45	8	62	0	0	7	0	11	0	0	77	9	0	0	0	0	0	174
14:00	10	70	0	0	8	0	14	0	0	63	13	0	0	0	0	1	178
14:15	13	76	0	0	5	0	7	0	0	75	9	0	0	0	0	0	185
14:30	11	62	0	0	19	0	15	0	0	70	20	0	0	0	0	0	197
14:45	4	66	0	0	15	0	15	0	0	77	4	0	0	0	0	0	181
15:00	12	79	0	0	4	0	8	1	0	79	22	0	0	0	0	0	204
15:15	7	86	0	0	5	0	20	0	0	76	5	0	0	0	0	0	199
15:30	8	73	0	0	14	0	20	0	0	87	6	0	0	0	0	0	208
15:45	22	89	0	0	11	0	11	0	0	77	13	0	0	0	0	0	223
16:00	26	128	0	0	17	0	19	0	0	81	17	0	0	0	0	0	288
16:15	9	120	0	0	13	0	15	0	0	93	11	0	0	0	0	0	261
16:30	19	100	0	0	16	0	17	0	0	97	8	0	0	0	0	0	257
16:45	20	75	0	0	13	0	19	0	0	96	10	0	0	0	0	0	233
17:00	17	114	0	0	12	0	15	0	0	94	8	0	0	0	0	0	260
17:15	8	84	0	0	8	0	13	0	0	87	10	0	0	0	0	0	210
17:30	15	76	0	0	12	0	6	0	0	70	13	0	0	0	0	0	192
17:45	4	49	0	0	11	0	9	0	0	48	5	0	0	0	0	0	126
18:00	5	48	0	0	11	0	8	0	0	50	5	0	0	0	0	0	127
18:15	3	41	0	0	8	0	4	0	0	42	5	0	0	0	0	0	103
18:30	8	51	0	0	3	0	5	0	0	32	3	0	0	0	0	0	102
18:45	1	38	0	0	4	0	2	0	0	31	2	0	0	0	0	0	78
Total	501	3184	0	1	450	0	562	3	0	3433	493	0	0	0	0	4	8623
Cars+	485	3013	0	0	432	0	538	0	0	3309	473	0	0	0	0	0	8250
Trucks	16	171	0	1	18	0	24	3	0	124	20	0	0	0	0	4	373
% Trucks	3.2	5.4	0.0	100.0	4.0	0.0	4.3	100.0	0.0	3.6	4.1	0.0	0.0	0.0	0.0	100.0	
	5.1				4.2				3.7				0.0				4.3

Location: Valleyhigh Drive NW at 31st Avenue NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	Valleyhigh Drive NW				31st Avenue NW				Valleyhigh Drive NW				N/A				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	3	26	0	0	9	0	7	0	0	35	4	0	0	0	0	0	84
6:15	4	30	0	0	15	0	8	0	0	42	4	0	0	0	0	0	103
6:30	4	36	0	0	1	0	1	0	0	36	7	0	0	0	0	0	85
6:45	6	41	0	0	2	0	14	0	0	70	4	0	0	0	0	0	137
7:00	7	53	0	0	4	0	8	0	0	67	9	0	0	0	0	0	148
7:15	8	66	0	0	5	0	10	0	0	90	10	0	0	0	0	0	189
7:30	13	71	0	0	8	0	16	0	0	76	11	0	0	0	0	0	195
7:45	14	59	0	0	8	0	17	0	0	123	17	0	0	0	0	0	238
8:00	11	51	0	0	3	0	15	0	0	78	6	0	0	0	0	0	164
8:15	14	52	0	0	9	0	13	0	0	79	18	0	0	0	0	0	185
8:30	10	55	0	0	2	0	11	0	0	57	14	0	0	0	0	0	149
8:45	8	35	0	0	5	0	13	0	0	70	15	0	0	0	0	0	146
9:00	7	37	0	0	7	0	7	0	0	45	11	0	0	0	0	0	114
9:15	5	34	0	0	3	0	2	0	0	54	14	0	0	0	0	0	112
9:30	6	38	0	0	10	0	6	0	0	42	10	0	0	0	0	0	112
9:45	2	45	0	0	10	0	5	0	0	49	2	0	0	0	0	0	113
10:00	7	40	0	0	5	0	6	0	0	49	9	0	0	0	0	0	116
10:15	9	38	0	0	7	0	9	0	0	51	7	0	0	0	0	0	121
10:30	10	46	0	0	6	0	6	0	0	36	7	0	0	0	0	0	111
10:45	8	36	0	0	9	0	9	0	0	44	7	0	0	0	0	0	113
11:00	5	47	0	0	6	0	5	0	0	50	7	0	0	0	0	0	120
11:15	13	56	0	0	6	0	8	0	0	54	5	0	0	0	0	0	142
11:30	8	59	0	0	5	0	11	0	0	49	11	0	0	0	0	0	143
11:45	11	68	0	0	12	0	17	0	0	57	6	0	0	0	0	0	171
12:00	15	56	0	0	12	0	11	0	0	71	15	0	0	0	0	0	180
12:15	10	62	0	0	13	0	14	0	0	59	9	0	0	0	0	0	167
12:30	12	45	0	0	8	0	6	0	0	45	6	0	0	0	0	0	122
12:45	7	52	0	0	12	0	12	0	0	74	11	0	0	0	0	0	168
13:00	14	53	0	0	10	0	9	0	0	65	12	0	0	0	0	0	163
13:15	3	45	0	0	4	0	11	0	0	56	3	0	0	0	0	0	122
13:30	6	57	0	0	8	0	8	0	0	65	9	0	0	0	0	0	153
13:45	8	57	0	0	7	0	10	0	0	75	8	0	0	0	0	0	165
14:00	9	66	0	0	7	0	13	0	0	59	13	0	0	0	0	0	167
14:15	13	69	0	0	3	0	6	0	0	74	9	0	0	0	0	0	174
14:30	11	60	0	0	19	0	15	0	0	69	20	0	0	0	0	0	194
14:45	3	63	0	0	15	0	13	0	0	72	4	0	0	0	0	0	170
15:00	11	74	0	0	4	0	8	0	0	78	22	0	0	0	0	0	197
15:15	7	80	0	0	5	0	20	0	0	74	5	0	0	0	0	0	191
15:30	7	71	0	0	13	0	17	0	0	86	5	0	0	0	0	0	199
15:45	22	84	0	0	11	0	11	0	0	75	13	0	0	0	0	0	216
16:00	26	128	0	0	16	0	18	0	0	81	17	0	0	0	0	0	286
16:15	9	114	0	0	13	0	15	0	0	89	11	0	0	0	0	0	251
16:30	19	96	0	0	16	0	16	0	0	97	8	0	0	0	0	0	252
16:45	20	72	0	0	13	0	19	0	0	93	9	0	0	0	0	0	226
17:00	17	113	0	0	12	0	15	0	0	93	7	0	0	0	0	0	257
17:15	7	83	0	0	7	0	13	0	0	86	9	0	0	0	0	0	205
17:30	15	73	0	0	11	0	6	0	0	69	13	0	0	0	0	0	187
17:45	4	47	0	0	10	0	9	0	0	48	5	0	0	0	0	0	123
18:00	5	47	0	0	11	0	8	0	0	49	5	0	0	0	0	0	125
18:15	3	41	0	0	8	0	4	0	0	41	5	0	0	0	0	0	102
18:30	8	48	0	0	3	0	5	0	0	32	3	0	0	0	0	0	99
18:45	1	38	0	0	4	0	2	0	0	31	2	0	0	0	0	0	78
Total	485	3013	0	0	432	0	538	0	0	3309	473	0	0	0	0	0	8250

Location: Valleyhigh Drive NW at 31st Avenue NW
Count Date: 6/27/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

	Valleyhigh Drive NW				31st Avenue NW				Valleyhigh Drive NW				N/A				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
6:15	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	4
6:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45	0	2	0	0	1	0	0	0	0	3	1	0	0	0	0	0	7
7:00	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
7:15	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	5
7:30	0	3	0	0	0	0	0	0	0	4	1	0	0	0	0	0	8
7:45	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	8
8:00	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	5
8:15	1	2	0	0	0	0	0	1	0	1	1	0	0	0	0	0	5
8:30	0	5	0	0	1	0	1	0	0	4	0	0	0	0	0	0	11
8:45	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6
9:00	2	11	0	0	0	0	1	0	0	6	1	0	0	0	0	0	21
9:15	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0	0	6
9:30	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	6
9:45	1	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7
10:00	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0	1	6
10:15	0	5	0	0	1	0	1	0	0	5	0	0	0	0	0	0	12
10:30	2	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	10
10:45	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	1	6
11:00	2	6	0	0	0	0	2	0	0	1	2	0	0	0	0	0	13
11:15	0	0	0	0	0	0	1	0	0	4	1	0	0	0	0	0	6
11:30	0	6	0	0	2	0	0	0	0	0	0	0	0	0	0	0	8
11:45	0	5	0	0	0	0	1	0	0	4	0	0	0	0	0	0	10
12:00	1	4	0	0	0	0	0	0	0	4	1	0	0	0	0	0	10
12:15	0	1	0	0	1	0	1	0	0	7	1	0	0	0	0	0	11
12:30	0	5	0	0	0	0	0	0	0	4	1	0	0	0	0	0	10
12:45	0	3	0	0	1	0	1	0	0	4	2	0	0	0	0	0	11
13:00	1	5	0	1	0	0	0	0	0	7	2	0	0	0	0	0	15
13:15	0	4	0	0	1	0	0	0	0	4	0	0	0	0	0	1	9
13:30	1	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6
13:45	0	5	0	0	0	0	1	0	0	2	1	0	0	0	0	0	9
14:00	1	4	0	0	1	0	1	0	0	4	0	0	0	0	0	1	11
14:15	0	7	0	0	2	0	1	0	0	1	0	0	0	0	0	0	11
14:30	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
14:45	1	3	0	0	0	0	2	0	0	5	0	0	0	0	0	0	11
15:00	1	5	0	0	0	0	0	1	0	1	0	0	0	0	0	0	7
15:15	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0	8
15:30	1	2	0	0	1	0	3	0	0	1	1	0	0	0	0	0	9
15:45	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	7
16:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
16:15	0	6	0	0	0	0	0	0	0	4	0	0	0	0	0	0	10
16:30	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5
16:45	0	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	7
17:00	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
17:15	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	5
17:30	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	5
17:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	171	0	1	18	0	24	3	0	124	20	0	0	0	0	4	373

Location: 19th Street NW at W Frontage Road
Count Date: 1/16/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	W Frontage Rd				19th Street NW				W Frontage Rd				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	3	1	2	0	12	75	4	0	0	1	11	0	2	43	1	0	155
6:15	12	1	1	0	19	87	3	0	1	0	4	1	0	55	0	1	183
6:30	16	4	4	0	20	97	5	0	0	1	9	1	2	89	1	1	248
6:45	11	6	0	0	29	146	6	0	2	0	4	0	0	111	0	0	315
7:00	21	3	2	0	35	94	10	0	3	1	4	0	3	90	1	0	267
7:15	17	4	1	0	27	150	8	0	0	3	8	0	6	117	3	0	344
7:30	27	9	6	0	31	206	14	0	1	4	14	0	6	184	4	0	506
7:45	27	13	9	1	49	238	15	0	2	5	18	0	5	160	1	0	542
8:00	25	5	2	0	46	225	26	0	1	1	21	0	3	126	5	0	486
8:15	13	4	4	0	16	177	12	0	3	4	18	0	4	99	0	0	354
8:30	13	7	8	0	22	126	8	0	0	2	23	0	3	109	1	0	322
8:45	13	3	5	0	34	165	12	0	1	10	12	0	9	93	5	0	362
9:00	19	2	9	0	16	155	14	0	0	4	10	0	9	118	1	1	357
9:15	16	5	4	0	20	187	20	0	2	4	28	0	6	135	5	0	432
9:30	26	5	10	0	13	108	15	0	3	5	21	0	8	91	2	0	307
9:45	15	6	12	0	19	128	16	0	1	2	11	0	9	127	3	0	349
10:00	15	5	8	0	15	113	14	0	2	2	10	1	7	92	3	1	286
10:15	21	10	7	0	14	126	17	0	0	3	12	0	10	106	0	0	326
10:30	19	1	7	0	16	112	21	0	1	10	10	0	3	109	1	0	310
10:45	20	8	6	0	29	133	22	0	0	7	18	0	15	113	2	0	373
11:00	30	8	6	0	15	139	9	0	1	11	20	0	7	115	2	0	363
11:15	17	12	14	0	30	118	11	0	1	5	13	1	7	135	5	0	368
11:30	18	11	20	0	24	111	20	0	1	6	22	0	4	128	4	0	369
11:45	34	5	8	0	30	136	18	0	2	8	23	0	12	162	5	0	443
12:00	25	13	8	0	23	144	23	0	0	8	31	0	8	149	1	0	433
12:15	30	3	15	0	19	140	14	0	4	8	23	1	11	135	3	0	405
12:30	29	10	14	0	17	137	21	0	3	10	19	0	5	128	3	0	396
12:45	39	14	10	0	28	138	13	0	1	10	16	0	15	141	4	0	429
13:00	19	11	11	0	29	131	18	0	6	4	29	0	11	126	2	0	397
13:15	27	6	12	0	17	127	21	0	1	11	28	0	9	120	1	0	380
13:30	20	12	9	0	27	111	24	0	2	11	20	0	5	130	2	0	373
13:45	29	14	11	0	29	138	26	0	3	9	25	0	7	114	3	0	408
14:00	27	10	14	0	20	131	15	0	1	11	25	0	6	150	0	0	410
14:15	41	8	14	0	24	159	20	0	5	10	28	0	5	175	5	0	494
14:30	30	5	9	0	30	123	21	0	5	11	26	0	8	156	1	0	425
14:45	41	9	13	0	40	156	25	0	1	9	32	0	5	167	4	0	502
15:00	42	14	10	0	23	166	30	0	4	11	30	0	9	189	2	0	530
15:15	50	14	9	0	26	159	28	0	1	11	24	1	6	172	1	0	501
15:30	40	10	10	0	34	207	23	0	10	20	55	0	8	161	2	0	580
15:45	38	8	12	0	27	220	26	0	1	13	35	0	16	180	2	0	578
16:00	40	12	9	0	34	213	23	0	6	14	57	0	10	249	4	0	671
16:15	50	10	7	1	41	199	35	2	2	16	49	0	13	233	5	0	660
16:30	46	11	17	0	32	207	22	0	5	14	42	0	8	225	2	0	631
16:45	39	12	13	1	29	214	31	0	5	15	47	0	10	225	5	0	645
17:00	53	14	15	0	23	194	29	0	4	12	59	0	13	198	2	0	616
17:15	41	11	12	0	22	170	24	0	4	9	44	0	3	191	1	0	532
17:30	49	10	13	1	15	155	20	0	5	5	27	0	15	197	3	0	514
17:45	41	5	8	0	26	160	22	0	5	9	23	0	13	145	6	0	463
18:00	32	9	11	0	10	100	23	0	7	6	32	0	7	141	3	0	381
18:15	29	5	9	0	18	137	20	0	1	5	19	0	5	137	2	0	387
18:30	33	6	5	0	19	127	16	0	3	8	22	0	10	113	0	0	362
18:45	18	4	7	0	15	133	18	0	2	3	23	0	7	101	2	0	333
Total	1446	408	462	4	1278	7748	951	2	125	382	1234	6	388	7255	126	4	21803
Cars+	1427	404	455	4	1204	7562	939	2	124	378	1162	6	385	7030	124	3	21194
Trucks	19	4	7	0	74	186	12	0	1	4	72	0	3	225	2	1	609
% Trucks	1.3	1.0	1.5	0.0	5.8	2.4	1.3	0.0	0.8	1.0	5.8	0.0	0.8	3.1	1.6	25.0	
	1.3				2.7				4.4				3.0				2.8

Location: 19th Street NW at W Frontage Road
Count Date: 1/16/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	W Frontage Rd				19th Street NW				W Frontage Rd				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	3	1	2	0	11	74	4	0	0	1	8	0	2	41	1	0	148
6:15	12	1	1	0	19	85	3	0	1	0	3	1	0	50	0	1	175
6:30	16	4	4	0	19	97	5	0	0	1	7	1	2	78	1	1	234
6:45	11	6	0	0	27	144	6	0	2	0	2	0	0	94	0	0	292
7:00	21	3	2	0	34	94	9	0	3	1	4	0	3	76	1	0	251
7:15	13	4	1	0	27	148	8	0	0	3	4	0	5	108	3	0	324
7:30	27	9	6	0	29	205	14	0	1	4	13	0	6	180	3	0	497
7:45	25	13	8	1	49	234	15	0	2	5	13	0	5	158	1	0	528
8:00	25	5	2	0	45	221	26	0	1	1	15	0	3	124	5	0	473
8:15	12	3	4	0	14	175	12	0	2	4	16	0	4	97	0	0	343
8:30	13	7	8	0	21	120	8	0	0	1	20	0	3	101	1	0	303
8:45	13	3	4	0	34	161	12	0	1	9	12	0	8	89	5	0	351
9:00	19	2	8	0	13	143	14	0	0	4	8	0	9	116	1	0	337
9:15	16	5	3	0	17	156	20	0	2	4	26	0	6	133	5	0	393
9:30	25	5	10	0	11	105	14	0	3	5	19	0	8	90	2	0	297
9:45	15	6	11	0	18	124	16	0	1	2	9	0	9	124	3	0	338
10:00	15	5	8	0	14	112	14	0	2	2	9	1	7	91	3	1	282
10:15	20	10	7	0	14	124	16	0	0	2	10	0	10	105	0	0	318
10:30	19	1	7	0	13	111	21	0	1	9	9	0	3	108	1	0	303
10:45	19	8	6	0	28	131	22	0	0	7	18	0	14	112	2	0	367
11:00	28	7	5	0	15	138	9	0	1	11	17	0	7	105	2	0	345
11:15	16	12	14	0	29	116	10	0	1	5	12	1	7	129	4	0	355
11:30	18	11	20	0	22	105	20	0	1	6	21	0	4	125	4	0	357
11:45	34	5	8	0	26	131	17	0	2	8	22	0	12	161	5	0	431
12:00	25	12	8	0	22	139	23	0	0	8	28	0	8	147	1	0	421
12:15	30	3	15	0	17	139	14	0	4	8	20	1	11	132	3	0	396
12:30	28	10	14	0	17	136	20	0	3	10	19	0	5	123	3	0	388
12:45	38	14	10	0	27	138	13	0	1	10	16	0	15	139	4	0	425
13:00	19	11	11	0	28	122	18	0	6	4	28	0	11	125	2	0	385
13:15	27	5	12	0	15	122	20	0	1	11	25	0	9	115	1	0	363
13:30	19	12	9	0	26	111	23	0	2	11	18	0	5	128	2	0	366
13:45	29	14	11	0	27	138	26	0	3	9	25	0	7	109	3	0	401
14:00	27	10	14	0	20	130	15	0	1	11	25	0	6	141	0	0	400
14:15	41	8	14	0	22	159	20	0	5	10	28	0	5	166	5	0	483
14:30	29	5	9	0	28	122	21	0	5	11	25	0	8	130	1	0	394
14:45	41	9	13	0	39	155	25	0	1	9	32	0	5	153	4	0	486
15:00	42	14	10	0	20	159	29	0	4	11	29	0	9	187	2	0	516
15:15	49	14	9	0	25	156	27	0	1	11	23	1	6	168	1	0	490
15:30	40	10	10	0	32	205	22	0	10	20	53	0	8	161	2	0	573
15:45	37	8	12	0	24	217	26	0	1	13	35	0	16	176	2	0	567
16:00	40	12	9	0	29	212	23	0	6	14	57	0	10	248	4	0	664
16:15	50	10	7	1	36	196	35	2	2	16	45	0	13	228	5	0	643
16:30	46	11	16	0	28	193	22	0	5	14	42	0	8	224	2	0	611
16:45	39	12	13	1	28	198	31	0	5	15	47	0	10	222	5	0	625
17:00	53	14	15	0	23	185	28	0	4	12	58	0	13	197	2	0	604
17:15	41	11	12	0	22	167	24	0	4	9	43	0	3	188	1	0	525
17:30	49	10	13	1	15	155	20	0	5	5	26	0	15	196	3	0	512
17:45	41	5	8	0	24	159	22	0	5	9	23	0	13	144	6	0	459
18:00	32	9	11	0	9	100	23	0	7	6	32	0	7	141	3	0	380
18:15	29	5	9	0	18	136	20	0	1	5	19	0	5	135	2	0	384
18:30	33	6	5	0	19	127	16	0	3	8	22	0	10	113	0	0	362
18:45	18	4	7	0	15	132	18	0	2	3	22	0	7	99	2	0	329
Total	1427	404	455	4	1204	7562	939	2	124	378	1162	6	385	7030	124	3	21194

Location: 19th Street NW at W Frontage Road
Count Date: 1/16/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

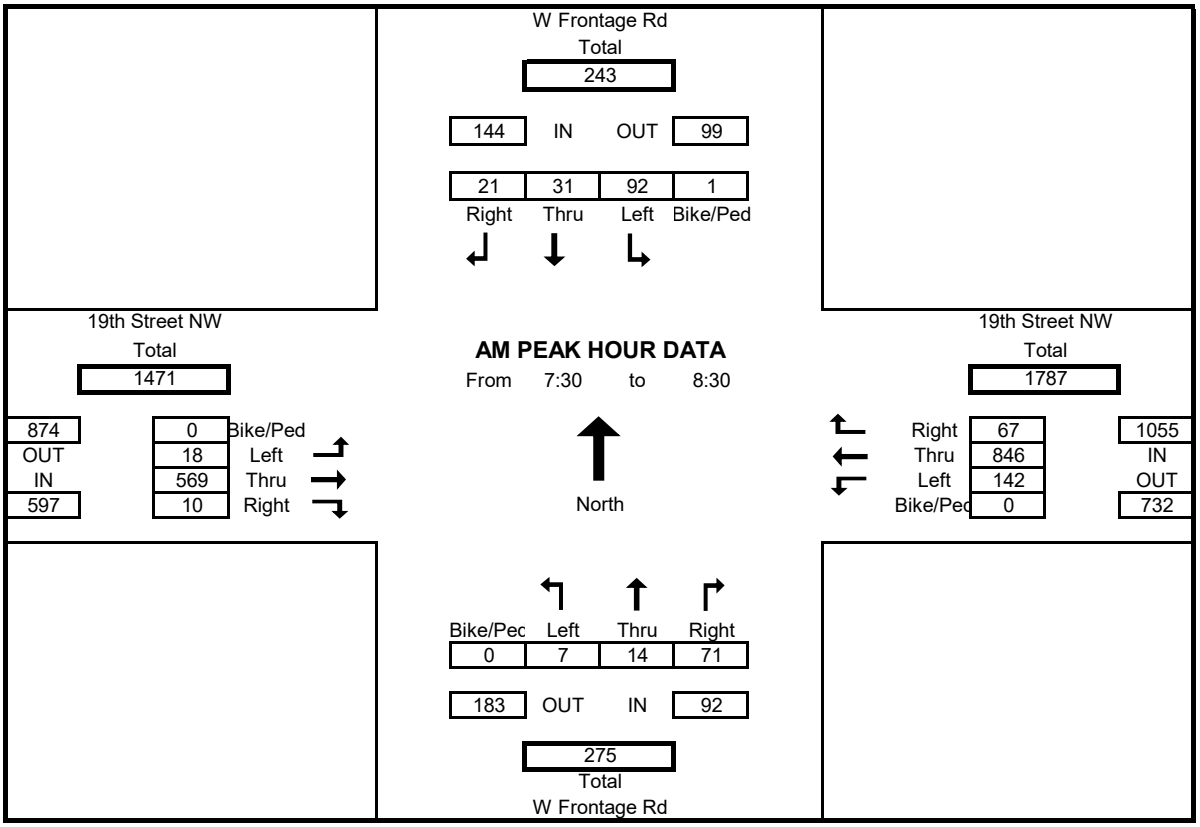
	W Frontage Rd				19th Street NW				W Frontage Rd				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	0	0	1	1	0	0	0	0	3	0	0	2	0	0	7
6:15	0	0	0	0	0	2	0	0	0	0	1	0	0	5	0	0	8
6:30	0	0	0	0	1	0	0	0	0	0	2	0	0	11	0	0	14
6:45	0	0	0	0	2	2	0	0	0	0	2	0	0	17	0	0	23
7:00	0	0	0	0	1	0	1	0	0	0	0	0	0	14	0	0	16
7:15	4	0	0	0	0	2	0	0	0	0	4	0	1	9	0	0	20
7:30	0	0	0	0	2	1	0	0	0	0	1	0	0	4	1	0	9
7:45	2	0	1	0	0	4	0	0	0	0	5	0	0	2	0	0	14
8:00	0	0	0	0	1	4	0	0	0	0	6	0	0	2	0	0	13
8:15	1	1	0	0	2	2	0	0	1	0	2	0	0	2	0	0	11
8:30	0	0	0	0	1	6	0	0	0	1	3	0	0	8	0	0	19
8:45	0	0	1	0	0	4	0	0	0	1	0	0	1	4	0	0	11
9:00	0	0	1	0	3	12	0	0	0	0	2	0	0	2	0	1	20
9:15	0	0	1	0	3	31	0	0	0	0	2	0	0	2	0	0	39
9:30	1	0	0	0	2	3	1	0	0	0	2	0	0	1	0	0	10
9:45	0	0	1	0	1	4	0	0	0	0	2	0	0	3	0	0	11
10:00	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0	4
10:15	1	0	0	0	0	2	1	0	0	1	2	0	0	1	0	0	8
10:30	0	0	0	0	3	1	0	0	0	1	1	0	0	1	0	0	7
10:45	1	0	0	0	1	2	0	0	0	0	0	0	1	1	0	0	6
11:00	2	1	1	0	0	1	0	0	0	0	3	0	0	10	0	0	18
11:15	1	0	0	0	1	2	1	0	0	0	1	0	0	6	1	0	13
11:30	0	0	0	0	2	6	0	0	0	0	1	0	0	3	0	0	12
11:45	0	0	0	0	4	5	1	0	0	0	1	0	0	1	0	0	12
12:00	0	1	0	0	1	5	0	0	0	0	3	0	0	2	0	0	12
12:15	0	0	0	0	2	1	0	0	0	0	3	0	0	3	0	0	9
12:30	1	0	0	0	0	1	1	0	0	0	0	0	0	5	0	0	8
12:45	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	4
13:00	0	0	0	0	1	9	0	0	0	0	1	0	0	1	0	0	12
13:15	0	1	0	0	2	5	1	0	0	0	3	0	0	5	0	0	17
13:30	1	0	0	0	1	0	1	0	0	0	2	0	0	2	0	0	7
13:45	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	7
14:00	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0	0	10
14:15	0	0	0	0	2	0	0	0	0	0	0	0	0	9	0	0	11
14:30	1	0	0	0	2	1	0	0	0	0	1	0	0	26	0	0	31
14:45	0	0	0	0	1	1	0	0	0	0	0	0	0	14	0	0	16
15:00	0	0	0	0	3	7	1	0	0	0	1	0	0	2	0	0	14
15:15	1	0	0	0	1	3	1	0	0	0	1	0	0	4	0	0	11
15:30	0	0	0	0	2	2	1	0	0	0	2	0	0	0	0	0	7
15:45	1	0	0	0	3	3	0	0	0	0	0	0	0	4	0	0	11
16:00	0	0	0	0	5	1	0	0	0	0	0	0	0	1	0	0	7
16:15	0	0	0	0	5	3	0	0	0	0	4	0	0	5	0	0	17
16:30	0	0	1	0	4	14	0	0	0	0	0	0	0	1	0	0	20
16:45	0	0	0	0	1	16	0	0	0	0	0	0	0	3	0	0	20
17:00	0	0	0	0	0	9	1	0	0	0	1	0	0	1	0	0	12
17:15	0	0	0	0	0	3	0	0	0	0	1	0	0	3	0	0	7
17:30	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
17:45	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	4
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	4
Total	19	4	7	0	74	186	12	0	1	4	72	0	3	225	2	1	609

Location: 19th Street NW at W Frontage Road
Count Date: 1/16/2024
Counted By: CountCloud

AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

	W Frontage Rd				19th Street NW				W Frontage Rd				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
7:30	27	9	6	0	31	206	14	0	1	4	14	0	6	184	4	0	506
7:45	27	13	9	1	49	238	15	0	2	5	18	0	5	160	1	0	542
8:00	25	5	2	0	46	225	26	0	1	1	21	0	3	126	5	0	486
8:15	13	4	4	0	16	177	12	0	3	4	18	0	4	99	0	0	354
Total	92	31	21	1	142	846	67	0	7	14	71	0	18	569	10	0	1888
% App. Total	63.9	21.5	14.6		13.5	80.2	6.4		7.6	15.2	77.2		3.0	95.3	1.7		
PHF	0.852	0.596	0.583	0.250	0.724	0.889	0.644	0.000	0.583	0.700	0.845	0.000	0.750	0.773	0.500	0.000	0.871
% Trucks	3.3	3.2	4.8	0.0	3.5	1.3	0.0	0.0	14.3	0.0	19.7	0.0	0.0	1.8	10.0	0.0	
	3.5				1.5				16.3				1.8				2.5

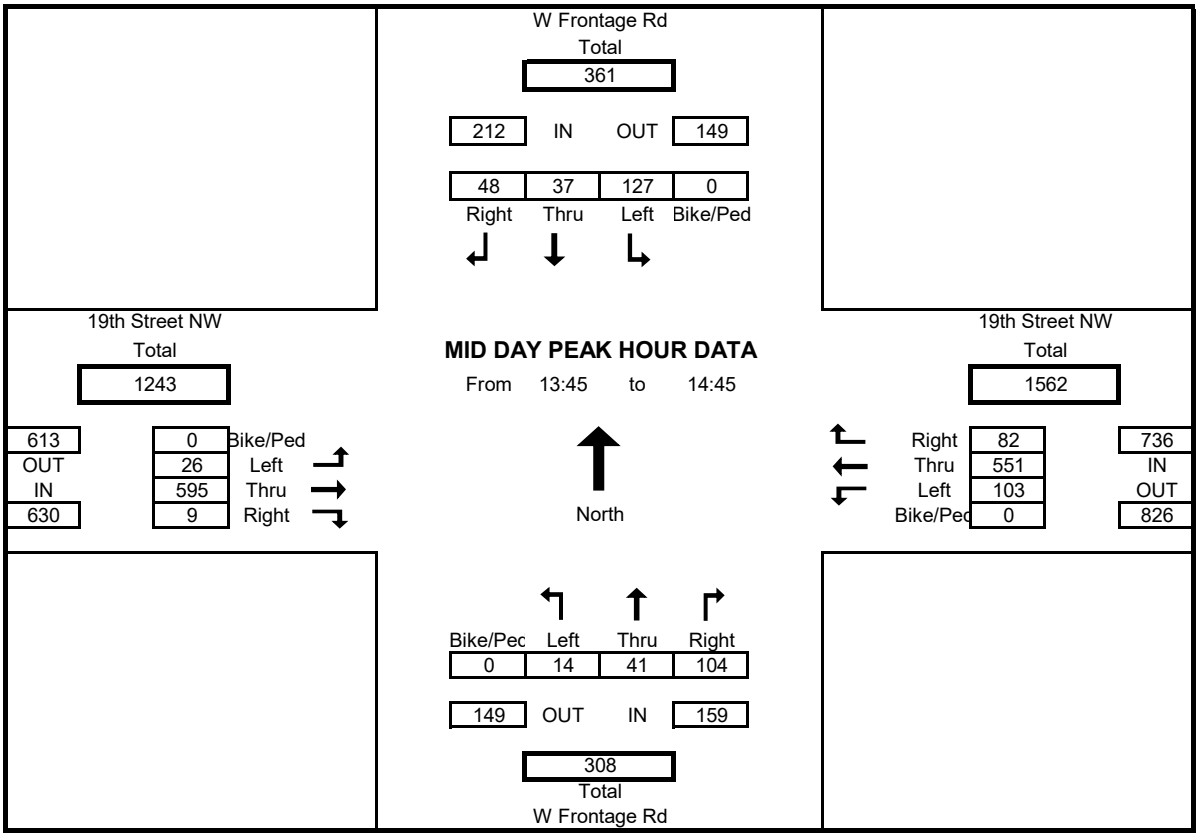


Location: 19th Street NW at W Frontage Road
Count Date: 1/16/2024
Counted By: CountCloud

MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

	W Frontage Rd				19th Street NW				W Frontage Rd				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
13:45	29	14	11	0	29	138	26	0	3	9	25	0	7	114	3	0	408
14:00	27	10	14	0	20	131	15	0	1	11	25	0	6	150	0	0	410
14:15	41	8	14	0	24	159	20	0	5	10	28	0	5	175	5	0	494
14:30	30	5	9	0	30	123	21	0	5	11	26	0	8	156	1	0	425
Total	127	37	48	0	103	551	82	0	14	41	104	0	26	595	9	0	1737
% App. Total	59.9	17.5	22.6		14.0	74.9	11.1		8.8	25.8	65.4		4.1	94.4	1.4		
PHF	0.774	0.661	0.857	0.000	0.858	0.866	0.788	0.000	0.700	0.932	0.929	0.000	0.813	0.850	0.450	0.000	0.879
% Trucks	0.8	0.0	0.0	0.0	5.8	0.4	0.0	0.0	0.0	0.0	1.0	0.0	0.0	8.2	0.0	0.0	
	0.5				1.1				0.6				7.8				3.4

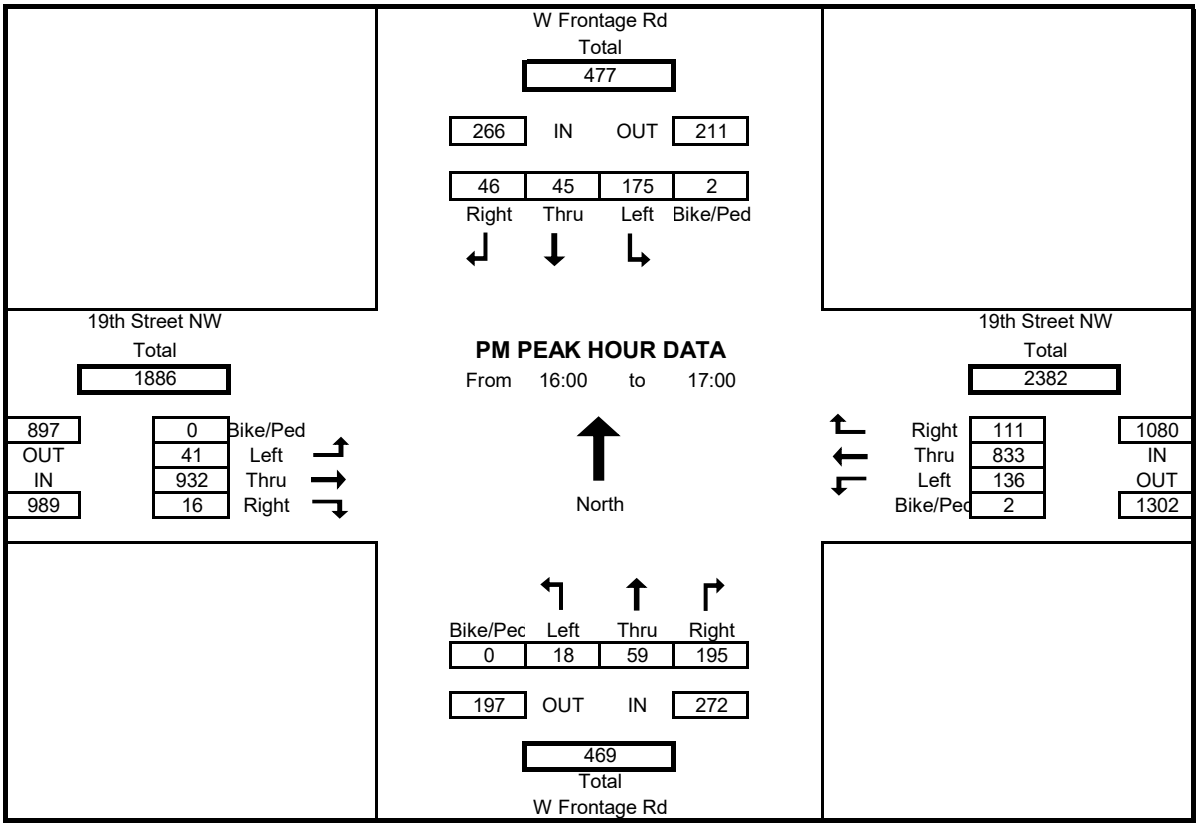


Location: 19th Street NW at W Frontage Road
Count Date: 1/16/2024
Counted By: CountCloud

PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

	W Frontage Rd				19th Street NW				W Frontage Rd				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
16:00	40	12	9	0	34	213	23	0	6	14	57	0	10	249	4	0	671
16:15	50	10	7	1	41	199	35	2	2	16	49	0	13	233	5	0	660
16:30	46	11	17	0	32	207	22	0	5	14	42	0	8	225	2	0	631
16:45	39	12	13	1	29	214	31	0	5	15	47	0	10	225	5	0	645
Total	175	45	46	2	136	833	111	2	18	59	195	0	41	932	16	0	2607
% App. Total	65.8	16.9	17.3		12.6	77.1	10.3		6.6	21.7	71.7		4.1	94.2	1.6		
PHF	0.875	0.938	0.676	0.500	0.829	0.973	0.793	0.250	0.750	0.922	0.855	0.000	0.788	0.936	0.800	0.000	0.971
% Trucks	0.0	0.0	2.2	0.0	11.0	4.1	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.1	0.0	0.0	
	0.4				4.5				1.5				1.0				2.5



Location: 19th Street NW at US 52 SPUI
Count Date: 1/16/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

All Vehicles + Total Peds/Bikes

	US 52 On/Off-Ramps				19th Street NW				US 52 On/Off-Ramps				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Int. Total
6:00	18	0	29	0	36	24	9	0	41	0	17	0	13	18	22	0	227
6:15	21	0	33	0	28	30	12	0	50	0	28	0	15	17	39	0	273
6:30	21	0	29	0	44	37	13	0	65	0	51	1	16	32	61	0	369
6:45	37	0	38	0	55	54	16	0	89	0	61	0	20	32	75	0	477
7:00	38	0	43	0	54	39	20	0	71	0	46	0	15	34	68	0	428
7:15	67	0	46	0	52	51	20	0	97	0	76	1	29	54	62	0	554
7:30	96	0	72	0	69	76	42	0	99	0	115	0	29	97	89	0	784
7:45	104	0	77	0	69	110	55	0	127	0	143	0	21	99	87	0	892
8:00	112	0	60	0	120	121	61	0	107	0	107	0	27	87	68	0	870
8:15	53	0	32	0	75	95	41	0	77	0	79	0	27	59	40	0	578
8:30	41	0	49	0	48	52	32	0	64	0	68	0	25	60	55	0	494
8:45	48	0	70	0	55	58	26	0	75	0	57	0	11	61	46	0	507
9:00	44	0	64	0	50	80	44	0	62	0	46	0	24	61	61	0	536
9:15	34	0	67	0	67	86	44	0	70	0	53	0	44	72	54	0	591
9:30	33	0	34	0	29	49	25	0	54	0	56	0	26	63	57	0	426
9:45	35	0	44	0	52	56	37	0	61	0	43	0	26	61	65	0	480
10:00	26	0	37	2	46	56	36	0	44	0	46	2	24	51	45	0	411
10:15	30	0	33	0	37	53	30	0	70	0	36	0	31	44	64	0	428
10:30	35	0	48	0	38	56	26	0	60	0	39	0	22	67	44	0	435
10:45	44	0	55	0	49	68	31	0	59	0	51	0	32	61	64	0	514
11:00	34	0	27	0	30	70	31	0	64	0	55	1	28	72	63	0	474
11:15	29	0	36	0	51	70	37	0	53	0	66	0	33	68	66	0	509
11:30	42	0	36	0	39	70	42	0	58	0	54	0	32	57	79	0	509
11:45	41	0	35	0	36	71	35	0	72	0	48	0	40	90	87	0	555
12:00	33	0	50	0	36	72	38	0	69	0	51	0	36	90	88	0	563
12:15	44	0	55	0	42	59	31	0	57	0	45	1	34	76	75	0	518
12:30	39	0	47	0	44	60	47	0	73	0	50	0	31	75	76	0	542
12:45	41	0	42	0	37	73	30	0	65	0	56	0	38	78	80	0	540
13:00	27	0	44	0	43	90	27	0	62	0	50	0	36	65	75	0	519
13:15	32	0	38	0	38	54	41	0	64	0	45	0	31	76	68	0	487
13:30	25	0	36	0	41	65	46	0	71	0	44	0	33	70	69	0	500
13:45	31	0	41	0	44	75	27	0	69	0	78	0	33	71	66	0	535
14:00	27	0	36	0	43	66	40	0	65	0	60	0	41	66	100	0	544
14:15	38	0	43	0	49	77	51	0	87	0	69	0	41	96	99	0	650
14:30	21	0	39	0	52	64	53	0	83	0	91	0	43	97	80	0	623
14:45	40	0	46	0	72	77	46	0	93	0	87	0	37	99	106	0	703
15:00	54	0	40	0	112	109	53	0	81	0	68	0	35	102	121	0	775
15:15	66	0	41	0	71	94	80	0	81	0	99	1	40	102	106	0	780
15:30	53	0	53	0	73	104	81	0	108	0	80	0	43	106	112	0	813
15:45	57	0	63	0	89	105	71	0	109	0	90	0	40	87	111	0	822
16:00	48	0	62	2	90	105	77	2	100	0	94	2	62	124	156	0	918
16:15	47	0	54	0	92	101	77	0	124	0	97	2	54	114	163	0	923
16:30	52	0	67	0	94	100	61	0	101	0	87	0	58	105	144	0	869
16:45	50	0	60	1	78	94	71	0	112	0	115	0	71	112	123	0	886
17:00	49	0	61	0	93	103	54	0	98	0	103	0	51	117	151	0	880
17:15	52	0	41	1	67	74	66	0	92	0	98	0	60	105	114	0	769
17:30	56	0	41	1	79	59	54	0	84	0	101	0	52	106	112	0	744
17:45	66	0	39	0	75	78	57	0	92	0	104	0	49	85	80	0	725
18:00	59	0	46	0	66	48	40	0	52	0	101	0	44	78	86	0	620
18:15	36	0	41	0	53	63	33	0	61	0	78	0	33	76	79	0	553
18:30	40	0	30	0	49	70	33	0	69	0	70	0	31	61	75	0	528
18:45	36	0	41	0	54	54	36	0	62	0	61	0	31	61	60	0	496
Total	2302	0	2391	7	3005	3725	2186	2	3973	0	3613	11	1798	3917	4236	0	31146
Cars+	2265	0	2311	7	2958	3578	2162	2	3881	0	3574	11	1730	3814	4089	0	30362
Trucks	37	0	80	0	47	147	24	0	92	0	39	0	68	103	147	0	784
% Trucks	1.6	0.0	3.3	0.0	1.6	3.9	1.1	0.0	2.3	0.0	1.1	0.0	3.8	2.6	3.5	0.0	
	2.5				2.4				1.7				3.2				2.5

Location: 19th Street NW at US 52 SPUI
Count Date: 1/16/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Cars + Pedestrians

	US 52 On/Off-Ramps				19th Street NW				US 52 On/Off-Ramps				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
6:00	18	0	28	0	36	24	9	0	41	0	17	0	13	18	19	0	223
6:15	21	0	32	0	28	30	12	0	49	0	27	0	11	17	38	0	265
6:30	21	0	29	0	44	36	13	0	64	0	51	1	10	28	57	0	353
6:45	37	0	37	0	55	54	16	0	87	0	61	0	11	31	68	0	457
7:00	38	0	43	0	54	38	20	0	70	0	46	0	10	30	60	0	409
7:15	64	0	46	0	52	50	20	0	96	0	75	1	22	50	57	0	532
7:30	91	0	71	0	67	73	41	0	98	0	108	0	29	93	86	0	757
7:45	103	0	76	0	68	106	51	0	126	0	138	0	21	97	78	0	864
8:00	111	0	59	0	118	118	60	0	105	0	107	0	25	87	62	0	852
8:15	51	0	31	0	73	92	41	0	75	0	79	0	25	57	38	0	562
8:30	41	0	48	0	48	49	32	0	61	0	68	0	23	56	51	0	477
8:45	47	0	69	0	54	56	25	0	74	0	57	0	10	59	45	0	496
9:00	42	0	57	0	48	68	44	0	59	0	46	0	23	61	58	0	506
9:15	33	0	57	0	66	75	42	0	57	0	50	0	42	72	52	0	546
9:30	32	0	32	0	29	47	25	0	51	0	56	0	24	61	56	0	413
9:45	35	0	44	0	51	54	36	0	60	0	43	0	26	59	63	0	471
10:00	24	0	35	2	46	56	36	0	43	0	46	2	24	50	45	0	405
10:15	29	0	33	0	37	51	30	0	69	0	36	0	28	43	63	0	419
10:30	35	0	47	0	38	55	26	0	58	0	39	0	21	67	43	0	429
10:45	44	0	54	0	47	65	30	0	58	0	51	0	32	60	63	0	504
11:00	34	0	27	0	30	69	31	0	64	0	54	1	28	63	58	0	458
11:15	29	0	36	0	51	68	36	0	51	0	66	0	32	64	63	0	496
11:30	42	0	36	0	38	63	40	0	55	0	54	0	32	56	76	0	492
11:45	41	0	35	0	35	67	34	0	68	0	48	0	40	89	86	0	543
12:00	33	0	49	0	36	71	38	0	66	0	51	0	36	88	85	0	553
12:15	44	0	55	0	42	58	31	0	55	0	45	1	31	75	73	0	509
12:30	39	0	47	0	44	60	47	0	71	0	49	0	31	71	74	0	533
12:45	37	0	42	0	37	73	30	0	64	0	56	0	38	76	79	0	532
13:00	27	0	43	0	41	79	27	0	61	0	49	0	36	65	73	0	501
13:15	32	0	35	0	38	50	41	0	62	0	45	0	31	74	62	0	470
13:30	25	0	36	0	41	63	46	0	71	0	44	0	33	67	66	0	492
13:45	30	0	40	0	43	73	26	0	69	0	77	0	33	70	62	0	523
14:00	26	0	35	0	42	65	40	0	65	0	58	0	40	65	93	0	529
14:15	38	0	42	0	44	72	51	0	86	0	69	0	40	90	97	0	629
14:30	21	0	38	0	51	62	53	0	82	0	89	0	40	81	72	0	589
14:45	39	0	45	0	71	72	46	0	93	0	85	0	34	90	103	0	678
15:00	51	0	36	0	101	96	53	0	80	0	65	0	35	101	119	0	737
15:15	63	0	40	0	71	90	78	0	80	0	97	1	40	99	103	0	761
15:30	52	0	51	0	72	103	79	0	105	0	79	0	41	106	112	0	800
15:45	56	0	60	0	89	105	71	0	106	0	90	0	38	86	109	0	810
16:00	46	0	59	2	90	105	75	2	97	0	91	2	61	124	156	0	904
16:15	47	0	51	0	87	94	75	0	120	0	96	2	54	113	155	0	892
16:30	52	0	62	0	93	91	61	0	97	0	87	0	58	105	142	0	848
16:45	50	0	53	1	77	88	71	0	107	0	114	0	70	112	121	0	863
17:00	49	0	57	0	92	99	54	0	95	0	103	0	50	116	151	0	866
17:15	52	0	40	1	67	74	66	0	90	0	98	0	60	105	112	0	764
17:30	56	0	41	1	79	59	54	0	84	0	100	0	51	106	111	0	741
17:45	66	0	37	0	75	78	57	0	92	0	104	0	49	85	79	0	722
18:00	59	0	45	0	66	48	40	0	52	0	101	0	44	78	86	0	619
18:15	36	0	40	0	53	62	33	0	61	0	78	0	33	76	77	0	549
18:30	40	0	30	0	49	70	33	0	69	0	70	0	31	61	74	0	527
18:45	36	0	40	0	54	54	36	0	62	0	61	0	30	61	58	0	492
Total	2265	0	2311	7	2958	3578	2162	2	3881	0	3574	11	1730	3814	4089	0	30362

Location: 19th Street NW at US 52 SPUI
Count Date: 1/16/2024
Counted By: CountCloud

TURNING MOVEMENT COUNT DATA

Trucks + Bicycles

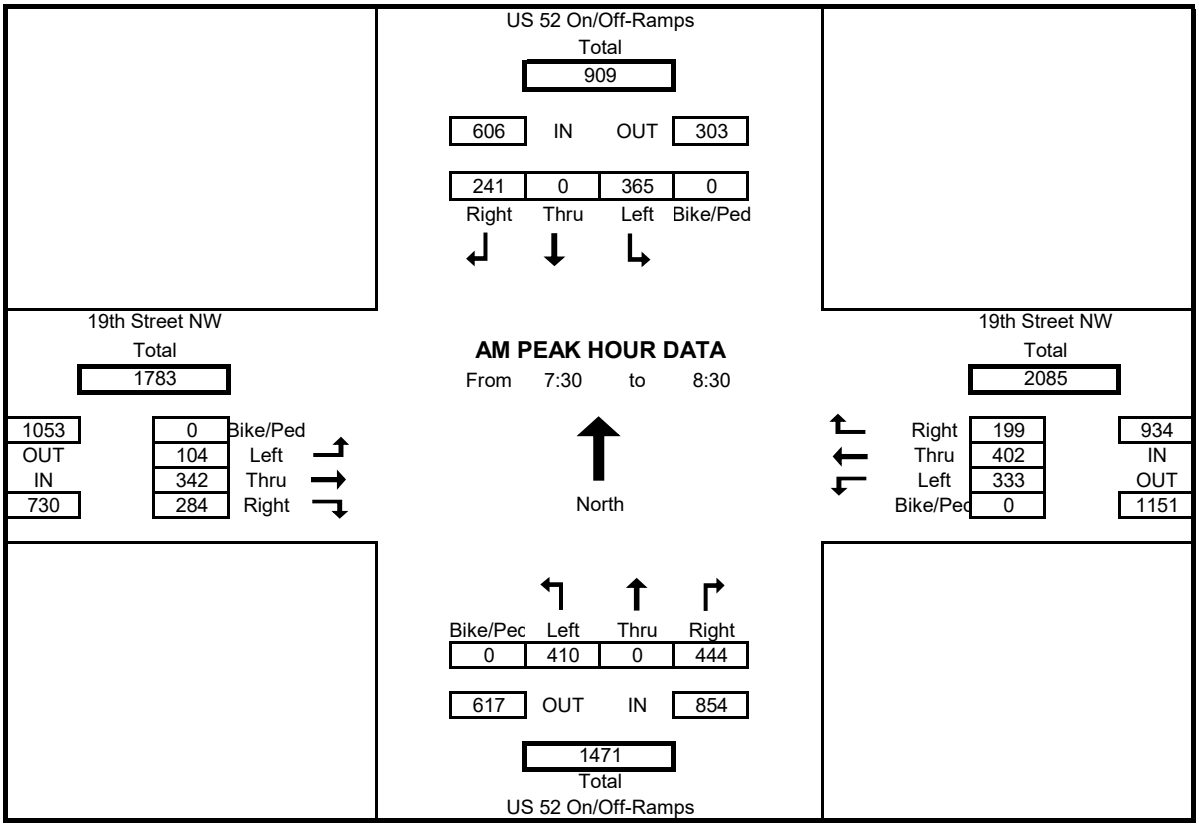
	US 52 On/Off-Ramps				19th Street NW				US 52 On/Off-Ramps				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Left	Thru	Right	Bikes	Int. Total
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4
6:15	0	0	1	0	0	0	0	0	1	0	1	0	4	0	1	0	8
6:30	0	0	0	0	0	1	0	0	1	0	0	0	6	4	4	0	16
6:45	0	0	1	0	0	0	0	0	2	0	0	0	9	1	7	0	20
7:00	0	0	0	0	0	1	0	0	1	0	0	0	5	4	8	0	19
7:15	3	0	0	0	0	1	0	0	1	0	1	0	7	4	5	0	22
7:30	5	0	1	0	2	3	1	0	1	0	7	0	0	4	3	0	27
7:45	1	0	1	0	1	4	4	0	1	0	5	0	0	2	9	0	28
8:00	1	0	1	0	2	3	1	0	2	0	0	0	2	0	6	0	18
8:15	2	0	1	0	2	3	0	0	2	0	0	0	2	2	2	0	16
8:30	0	0	1	0	0	3	0	0	3	0	0	0	2	4	4	0	17
8:45	1	0	1	0	1	2	1	0	1	0	0	0	1	2	1	0	11
9:00	2	0	7	0	2	12	0	0	3	0	0	0	1	0	3	0	30
9:15	1	0	10	0	1	11	2	0	13	0	3	0	2	0	2	0	45
9:30	1	0	2	0	0	2	0	0	3	0	0	0	2	2	1	0	13
9:45	0	0	0	0	1	2	1	0	1	0	0	0	0	2	2	0	9
10:00	2	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	6
10:15	1	0	0	0	0	2	0	0	1	0	0	0	3	1	1	0	9
10:30	0	0	1	0	0	1	0	0	2	0	0	0	1	0	1	0	6
10:45	0	0	1	0	2	3	1	0	1	0	0	0	0	1	1	0	10
11:00	0	0	0	0	0	1	0	0	0	0	1	0	0	9	5	0	16
11:15	0	0	0	0	0	2	1	0	2	0	0	0	1	4	3	0	13
11:30	0	0	0	0	1	7	2	0	3	0	0	0	0	1	3	0	17
11:45	0	0	0	0	1	4	1	0	4	0	0	0	0	1	1	0	12
12:00	0	0	1	0	0	1	0	0	3	0	0	0	0	2	3	0	10
12:15	0	0	0	0	0	1	0	0	2	0	0	0	3	1	2	0	9
12:30	0	0	0	0	0	0	0	0	2	0	1	0	0	4	2	0	9
12:45	4	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	8
13:00	0	0	1	0	2	11	0	0	1	0	1	0	0	0	2	0	18
13:15	0	0	3	0	0	4	0	0	2	0	0	0	0	2	6	0	17
13:30	0	0	0	0	0	2	0	0	0	0	0	0	0	3	3	0	8
13:45	1	0	1	0	1	2	1	0	0	0	1	0	0	1	4	0	12
14:00	1	0	1	0	1	1	0	0	0	0	2	0	1	1	7	0	15
14:15	0	0	1	0	5	5	0	0	1	0	0	0	1	6	2	0	21
14:30	0	0	1	0	1	2	0	0	1	0	2	0	3	16	8	0	34
14:45	1	0	1	0	1	5	0	0	0	0	2	0	3	9	3	0	25
15:00	3	0	4	0	11	13	0	0	1	0	3	0	0	1	2	0	38
15:15	3	0	1	0	0	4	2	0	1	0	2	0	0	3	3	0	19
15:30	1	0	2	0	1	1	2	0	3	0	1	0	2	0	0	0	13
15:45	1	0	3	0	0	0	0	0	3	0	0	0	2	1	2	0	12
16:00	2	0	3	0	0	0	2	0	3	0	3	0	1	0	0	0	14
16:15	0	0	3	0	5	7	2	0	4	0	1	0	0	1	8	0	31
16:30	0	0	5	0	1	9	0	0	4	0	0	0	0	0	2	0	21
16:45	0	0	7	0	1	6	0	0	5	0	1	0	1	0	2	0	23
17:00	0	0	4	0	1	4	0	0	3	0	0	0	1	1	0	0	14
17:15	0	0	1	0	0	0	0	0	2	0	0	0	0	0	2	0	5
17:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3
17:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	3
18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	4
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
18:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4
Total	37	0	80	0	47	147	24	0	92	0	39	0	68	103	147	0	784

Location: 19th Street NW at US 52 SPUI
Count Date: 1/16/2024
Counted By: CountCloud

AM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

	US 52 On/Off-Ramps				19th Street NW				US 52 On/Off-Ramps				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
7:30	96	0	72	0	69	76	42	0	99	0	115	0	29	97	89	0	784
7:45	104	0	77	0	69	110	55	0	127	0	143	0	21	99	87	0	892
8:00	112	0	60	0	120	121	61	0	107	0	107	0	27	87	68	0	870
8:15	53	0	32	0	75	95	41	0	77	0	79	0	27	59	40	0	578
Total	365	0	241	0	333	402	199	0	410	0	444	0	104	342	284	0	3124
% App. Total	60.2	0.0	39.8		35.7	43.0	21.3		48.0	0.0	52.0		14.2	46.8	38.9		
PHF	0.815	0.000	0.782	0.000	0.694	0.831	0.816	0.000	0.807	0.000	0.776	0.000	0.897	0.864	0.798	0.000	0.876
% Trucks	2.5	0.0	1.7	0.0	2.1	3.2	3.0	0.0	1.5	0.0	2.7	0.0	3.8	2.3	7.0	0.0	
	2.1				2.8				2.1				4.4				2.8

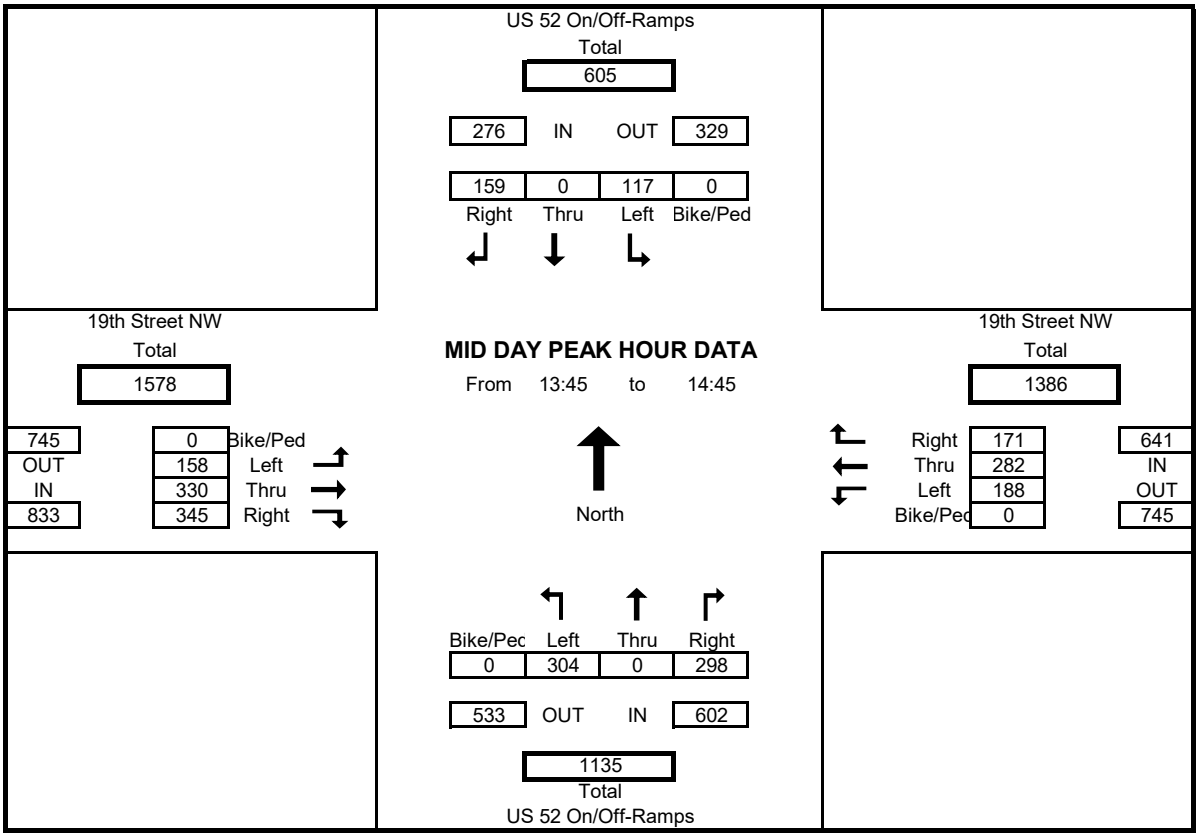


Location: 19th Street NW at US 52 SPUI
Count Date: 1/16/2024
Counted By: CountCloud

MID DAY PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

	US 52 On/Off-Ramps				19th Street NW				US 52 On/Off-Ramps				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
13:45	31	0	41	0	44	75	27	0	69	0	78	0	33	71	66	0	535
14:00	27	0	36	0	43	66	40	0	65	0	60	0	41	66	100	0	544
14:15	38	0	43	0	49	77	51	0	87	0	69	0	41	96	99	0	650
14:30	21	0	39	0	52	64	53	0	83	0	91	0	43	97	80	0	623
Total	117	0	159	0	188	282	171	0	304	0	298	0	158	330	345	0	2352
% App. Total	42.4	0.0	57.6		29.3	44.0	26.7		50.5	0.0	49.5		19.0	39.6	41.4		
PHF	0.770	0.000	0.924	0.000	0.904	0.916	0.807	0.000	0.874	0.000	0.819	0.000	0.919	0.851	0.863	0.000	0.905
% Trucks	1.7	0.0	2.5	0.0	4.3	3.5	0.6	0.0	0.7	0.0	1.7	0.0	3.2	7.3	6.1	0.0	
	2.2				3.0				1.2				6.0				3.5

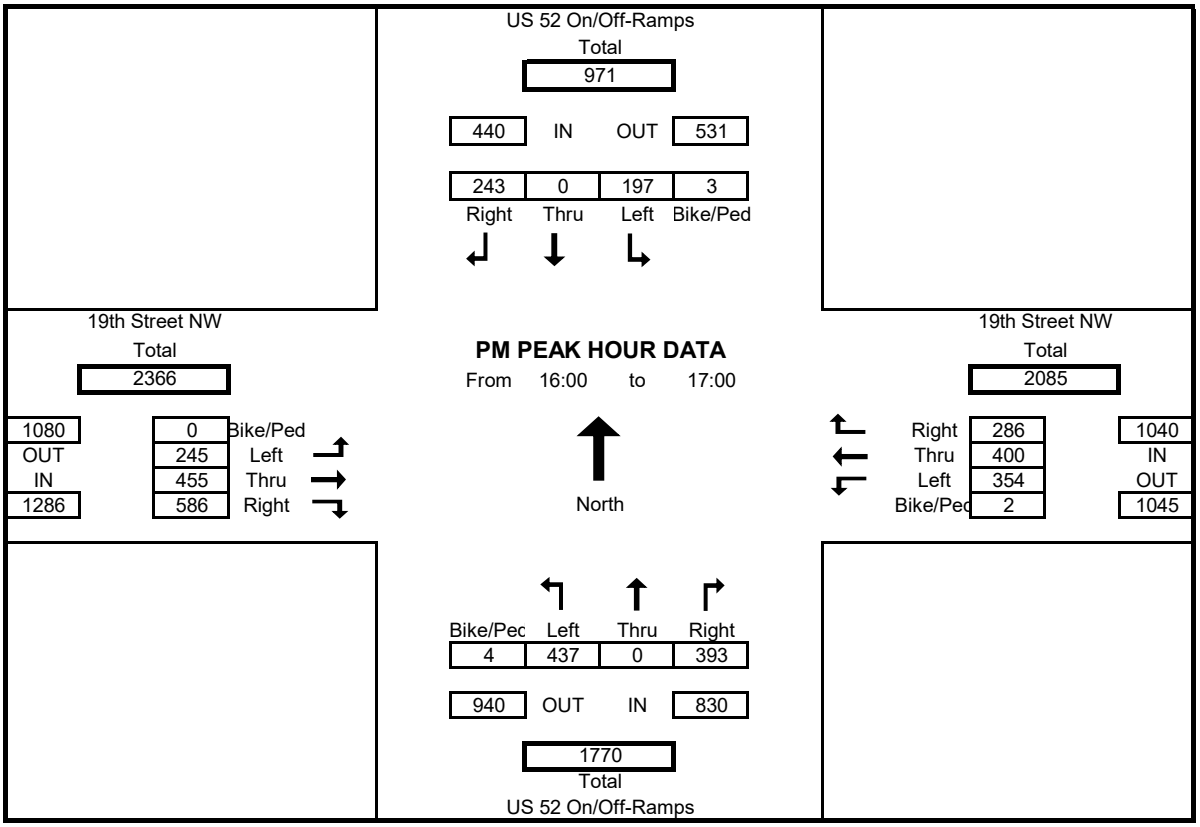


Location: 19th Street NW at US 52 SPUI
Count Date: 1/16/2024
Counted By: CountCloud

PM PEAK HOUR TURNING MOVEMENT DATA

All Vehicles

	US 52 On/Off-Ramps				19th Street NW				US 52 On/Off-Ramps				19th Street NW				
	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Left	Thru	Right	Bike/Ped	Int. Total
16:00	48	0	62	2	90	105	77	2	100	0	94	2	62	124	156	0	918
16:15	47	0	54	0	92	101	77	0	124	0	97	2	54	114	163	0	923
16:30	52	0	67	0	94	100	61	0	101	0	87	0	58	105	144	0	869
16:45	50	0	60	1	78	94	71	0	112	0	115	0	71	112	123	0	886
Total	197	0	243	3	354	400	286	2	437	0	393	4	245	455	586	0	3596
% App. Total	44.8	0.0	55.2		34.0	38.5	27.5		52.7	0.0	47.3		19.1	35.4	45.6		
PHF	0.947	0.000	0.907	0.375	0.941	0.952	0.929	0.250	0.881	0.000	0.854	0.500	0.863	0.917	0.899	0.000	0.974
% Trucks	1.0	0.0	7.4	0.0	2.0	5.5	1.4	0.0	3.7	0.0	1.3	0.0	0.8	0.2	2.0	0.0	
	4.5				3.2				2.5				1.2				2.5



Appendix B

Measures of Effectiveness

Table B1a
Rochester Tech Campus
2024 Existing Conditions
AM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane				Through Lane (s)					Right Turn Lane				
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Thru [2] <----	% Block Left [2] <----	Link Length (feet)	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Right [2] ---->	% Block Thru [2] <----	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	
AM Peak Hour	W Circle Dr at 41st St (Signal)	EB	17	148	57	222			41.4	D	53.2	D	2.1	A	39.6	D			305	20	39			944	78	134			170		20
		WB	176	104	16	296			41.6	D	25.4	C	12.9	B	33.4	C	19.2	B	290	112	201			1031	36	79					
		NB	71	329	236	636			15.2	B	8.7	A	3.1	A	7.4	A			330	27	59			1200	34	80			325	22	51
		SB	38	468	25	531			14.4	B	16.4	B	2.5	A	15.6	B			270	20	45			922	100	177			270	20	27
	41st St at 31st Ave/RTC West (Signal)	EB	67	264	93	424			11.4	B	9.0	A	3.6	A	8.2	A			200	29	66			1212	51	92			135	25	56
		WB	29	246	41	316			11.3	B	7.6	A	5.7	A	7.7	A	9.3	A	165	20	58			1336	58	116					
		NB	51	36	5	92			13.6	B	16.9	B	6.6	A	14.6	B			130	21	50			597	20	50					
		SB	83	52	32	167			14.0	B	17.4	B	5.6	A	13.2	B			100	39	79			906	37	73					
	41st St at W Frontage Rd/Marketplace D	EB	26	285	24	335			16.0	B	11.3	B	4.0	A	11.2	B			160	20	44			1336	58	120	3 %		95	20	35
		WB	65	366	227	658			9.3	A	7.9	A	3.8	A	6.6	A	15.5	B	435	23	52			434	54	112			160	34	73
		NB	55	71	73	199			39.6	D	38.1	D	0.7	A	24.8	C			310	35	78			272	45	99					
		SB	132	57	32	221			43.4	D	44.1	D	18.9	B	39.9	D			270	63	128			140	44	101					
	41st St at SB US 52 Ramp (Signal)	EB		240	250	490					7.4	A	4.4	A	5.9	A								450	33	81			440	30	79
		WB	263	483		746			15.9	B	5.7	A			9.3	A	12.3	B	190	84	**164**			576	49	133					
		NB													0.0	A															
		SB	38	159	175	372			43.3	D	42.4	D	8.5	A	26.8	C								953	115	193			275	46	85
	41st St at NB US 52 Ramp/E Frontage R	EB	50	228		278			9.7	A	3.9	A			4.9	A			230	21	53			576	23	69					
		WB		519	33	552					7.7	A	5.1	A	7.5	A	13.3	B						345	52	137					
		NB	227	1	113	341			42.0	D	30.7	C	3.9	A	29.2	C			625	56	136			625	78	165			315	29	70
		SB													0.0	A															
	41st St at E Frontage Rd (Signal)	EB	139	178	24	341			7.1	A	2.1	A	1.0	A	4.0	A			320	38	86			318	20	52					
		WB	13	303	47	363			5.0	A	3.2	A	1.1	A	3.0	A	6.5	A	345	20	20			457	38	98			125	20	27
		NB	18	12	9	39			44.4	D	24.0	C	7.8	A	27.3	C			95	20	50			830	20	54					
		SB	34	14	231	279			50.0	D	49.5	D	2.2	A	10.3	B			175	27	70			809	20	40			180	20	28
	Marketplace Dr at SE Target Access	EB	6		11	17			5.9	A			2.7	A	4.0	A			410	20	29								60	20	32
		WB													0.0	A	0.7	A													
		NB	62	177		239			2.4	A	0.3	A			0.8	A			200	20	29										
		SB		74	12	86					0.2	A	0.2	A	0.2	A															
	Marketplace Dr at Slip Ramp from 37th S	EB			2	2							3.7	A	3.7	A													110	20	20
		WB	11		154	165			5.6	A	1.8	A	3.7	A	3.8	A	1.9	A	60	20	28								390	30	55
		NB		86		86					0.4	A			0.4	A															
		SB		68	1	69					0.2	A	0.2	A	0.2	A															
	W Circle Dr at Valleyhigh Dr (Signal)	EB	104	191	167	462			62.2	**E**	51.3	D	3.0	A	35.3	D			290	65	129			1110	100	164					
		WB	42	108	103	253			65.2	**E**	19.5	B	2.2	A	19.7	B	28.2	C	295	39	88			1490	42	87					
		NB	96	429	75	600			62.4	**E**	25.2	C	4.9	A	28.4	C			295	70	136			1129	100	175			250	23	54
		SB	159	442	100	701			55.5	**E**	25.2	C	2.6	A	28.6	C			310	131	229			670	119	192					
	37th St at RTC West	EB	6	15		21			2.0	A	0.2	A			0.7	A			65		20										
		WB	4	40	83	127			2.1	A	0.2	A	2.2	A	1.1	A	2.8	A													
		NB			1	1							1.9	A	1.9	A								776	20	20					
		SB	133	1	27	161			6.0	A	0.5	A	3.0	A	4.9	A								727	41	66			130	20	45
	37th St at RTC East	EB		75	6	81					0.1	A	0.1	A	0.1	A															
		WB	235	205		440			3.9	A	0.6	A			2.4	A	1.8	A	340	20	47										
		NB	3		39	42			7.1	A			1.9	A	2.2	A			940	20	20										
		SB													0.0	A															
	37th St at SB US 52 Ramp (Signal)	EB		78	36	114					4.4	A	0.1	A	3.0	A								650	20	20			200		
		WB	258	504		762			6.5	A	9.0	A			8.2	A	12.9	B	265	20	46			610	66	134					
		NB													0.0	A															
		SB	122		101	223			53.2	D	0.1	A	6.7	A	32.6	C								973	102	190			485	42	78
	37th St at NB US 52 Ramp (Signal)	EB	13	187		200			12.6	B	7.0	A			7.3	A			160	20	30			610	23	65					
		WB		534	135	669					11.9	B	4.0	A	10.3	B	16.4	B						397	114	214			185	23	56
		NB	228	329	351	908			31.3	C	33.2	C	7.8	A	22.9	C			820	61	127			1443	144	223			820	71	129
		SB													0.0	A															
	37th St at 21st Ave/E Frontage Rd (Sign	EB	14	498	26	538			7.2	A	2.6	A	1.1	A	2.6	A			200	20	20			397	21	57			200	20	20
		WB	25	627	22	674			7.1	A	2.8	A	0.9	A	2.9	A	5.0	A	195	20	30			960	35	87			300	20	20
		NB	36	9	14	59			53.8	D	43.8	D	7.7	A	41.4	D			150	27	65			888	20	37					
		SB	15	8	6	29			42.1	D	11.5	B	4.6	A	20.7	C								686	24	66			130	20	21
	Marketplace Dr at E RTC Access	EB													0.0	A															
		WB													0.0	A	0.4	A													
		NB		86		86					0.5	A			0.5	A															
		SB		91		91					0.3	A			0.3	A															
	Valleyhigh Dr at Watson Ave	EB													0.0	A															
		WB	28		61	89			8.7	A			3.1	A	4.8	A	1.3	A						1199	24	43					
		NB		368	54	422					0.3	A	0.8	A	0.4	A													305		20
		SB	53	244		297			3.8	A	1.0	A			1.3	A			260	20	37										
	19th St at W Frontage Rd (Signal)	EB	18	567	10	595			13.1	B	7.1	A	3.4	A	7.2	A			100	20	40		2 %	1122	64	146	2 %				
		WB	142	844	67	1,053			13.2	B	9.5	A	8.2	A	9.9	A	11.7	B	110	51	**118**		4 %	265	102	**213**	4 %				
		NB	7	14	71	92			46.0	D	57.9	**E**	6.5	A	16.6	B			225	20	37			888	20	42			445	41	77
		SB	92	31	21	144			46.4	D	39.7	D	14.5	B	40.2	D			250	59	113			702	26	68					
	19th St at US 52 Interchange (Signal)	EB	104	342	284	730			47.0	D	24.6	C			29.8	C			175	55	94			284	92	162	1 %				
		WB	333	402	199	934			36.4	D	20.1	C			27.5	C	30.4	C	555	147	232			812	119	202					
		NB	410		444	854			34.0	C					34.0	C			860	193	316										
		SB	365		241	606			32.9	C					32.9	C			865	189	315										

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B1b
Rochester Tech Campus
2024 Existing Conditions
PM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)											
																			Left Turn Lane				Through Lane (s)					Right Turn Lane			
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Thru [2] <----	% Block Left [2] <----	Link Length (feet)	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Right [2] ---->	% Block Thru [2] <----	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]
PM Peak Hour	W Circle Dr at 41st St (Signal)	EB	40	141	91	272			37.5	D	54.6	D	2.1	A	34.7	C			305	25	62			944	70	119			170	20	20
		WB	363	240	41	644			49.8	D	29.3	C	21.8	C	40.1	D	25.0	C	290	231	372			1031	87	211					
		NB	178	638	373	1,189			24.2	C	14.4	B	6.2	A	13.3	B			330	70	138			1200	68	135			325	40	86
		SB	50	447	29	526			34.2	C	28.2	C	3.9	A	27.4	C			270	36	80			922	130	215			270	20	33
	41st St at 31st Ave/RTC West (Signal)	EB	44	495	48	587			14.9	B	13.6	B	3.9	A	12.9	B			200	23	53			1212	90	146	1 %		135	20	46
		WB	21	441	62	524			15.1	B	14.8	B	9.0	A	14.1	B	14.4	B	165	20	60		1 %	1336	97	169	1 %				
		NB	107	88	47	242			15.5	B	20.2	C	11.5	B	16.6	B			130	41	83		2 %	597	54	107					
		SB	130	50	81	261			17.2	B	24.0	C	9.2	A	16.0	B			100	55	96		2 %	906	55	110					
	41st St at W Frontage Rd/Marketplace D	EB	69	686	60	815			22.8	C	31.7	C	11.2	B	29.4	C			160	40	108		9 %	1336	210	338	35 %		95	51	150
		WB	163	331	222	716			20.8	C	15.4	B	5.1	A	13.5	B	24.7	C	435	67	129			434	76	142			160	47	91
		NB	90	148	351	589			43.2	D	47.7	D	1.3	A	18.6	B			310	54	105			272	93	174			260	20	27
		SB	383	147	49	579			40.0	D	39.0	D	25.8	C	38.5	D			270	158	282		3 %	140	105	198					
	41st St at SB US 52 Ramp (Signal)	EB		774	646	1,420					15.9	B	16.8	B	16.3	B								450	165	286			440	167	317
		WB	336	586		922			66.2	E	5.6	A			27.2	C	22.2	C	190	211	330			576	129	400					
		NB													0.0	A															
		SB	72	116	130	318			50.9	D	51.0	D	9.3	A	33.8	C								953	125	214			275	40	75
	41st St at NB US 52 Ramp/E Frontage R	EB	211	635		846			23.9	C	8.4	A			12.3	B			230	90	170			576	75	160					
		WB		704	112	816					18.9	B	14.7	B	18.3	B	16.6	B						345	129	256					
		NB	218	15	230	463			36.5	D	33.1	C	6.8	A	21.2	C			625	50	129			625	66	159			315	49	114
		SB													0.0	A															
	41st St at E Frontage Rd (Signal)	EB	298	459	108	865			18.1	B	7.9	A	3.2	A	10.9	B			320	110	196			318	85	153					
		WB	36	354	51	441			13.2	B	12.0	B	2.3	A	10.9	B	15.4	B	345	20	43		5 %	457	103	201	5 %		125	20	61
		NB	127	58	53	238			36.1	D	47.9	D	20.8	C	35.4	D			95	78	138		9 %	830	84	158					
		SB	104	63	335	502			40.8	D	53.3	D	3.7	A	17.7	B			175	73	137			809	53	102			180	37	119
	Marketplace Dr at SE Target Access	EB	52		62	114			20.8	C			4.3	A	11.2	B			410	30	62								60	29	50
		WB													0.0	A	2.6	A													
		NB	263	414		677			4.5	A	0.6	A			2.1	A			200	43	79										
		SB		244	37	281					0.9	A	0.7	A	0.9	A								510	20	20					
	Marketplace Dr at Slip Ramp from 37th S	EB			8	8							3.8	A	3.8	A													110	20	28
		WB	22		397	419			12.7	B			13.2	B	13.2	B	6.2	A	60	28	89							24 %	390	124	227
		NB		234		234					1.3	A			1.3	A															
		SB		251	2	253					0.5	A	0.3	A	0.5	A															
	W Circle Dr at Valleyhigh Dr (Signal)	EB	146	118	205	469			63.7	E	56.0	E	3.0	A	35.4	D			290	96	160			1110	67	122			270		
		WB	83	187	216	486			57.1	E	49.6	D	2.6	A	29.8	C	30.4	C	295	64	125			1490	66	119					
		NB	214	827	65	1,106			55.7	E	29.5	C	5.1	A	33.2	C			295	125	192			1129	189	282	2 %		250	20	43
		SB	111	667	123	901			56.0	E	23.4	C	2.8	A	24.7	C			310	92	163			670	160	231					
	37th St at RTC West	EB	40	48		88			2.7	A	0.5	A			1.5	A			65	20	20										
		WB		23	205	228					0.2	A	2.7	A	2.4	A	3.1	A											585		20
		NB													0.0	A															
		SB	109		18	127			6.1	A	0.2	A	2.7	A	5.3	A								727	40	66			130	20	42
	37th St at RTC East	EB		287	6	293					0.4	A	0.0	A	0.4	A															
		WB	53	150		203			3.4	A	0.6	A			1.3	A	1.4	A	340	20	34										
		NB	19		194	213			6.8	A			2.5	A	2.9	A			940	20	35										
		SB													0.0	A															
	37th St at SB US 52 Ramp (Signal)	EB		319	162	481					16.7	B	0.1	A	11.4	B								650	54	108			200		
		WB	531	600		1,131			13.4	B	11.6	B			12.4	B	17.1	B	265	82	177			610	138	231					
		NB													0.0	A															
		SB	239	1	22	262			52.0	D	26.5	C	6.6	A	47.5	D								973	171	268			485	20	48
	37th St at NB US 52 Ramp (Signal)	EB	114	444		558			27.7	C	9.8	A			13.3	B			160	64	132			610	74	117					
		WB		819	231	1,050					14.0	B	7.4	A	12.5	B	19.7	B						397	165	306			185	42	89
		NB	312	450	528	1,290			37.1	D	36.6	D	15.9	B	28.4	C			820	66	165			1443	211	294			820	128	225
		SB													0.0	A															
	37th St at 21st Ave/E Frontage Rd (Sign	EB	32	858	82	972			13.2	B	7.9	A	2.3	A	7.6	A			200	20	37			397	76	145			200	20	20
		WB	73	864	44	981			13.3	B	8.8	A	1.9	A	8.8	A	12.1	B	195	29	60		1 %	960	94	189			300	20	20
		NB	111	41	83	235			49.8	D	39.4	D	16.4	B	36.0	D			150	75	136			888	58	121					
		SB	49	56	75	180			40.1	D	23.3	C	9.6	A	22.5	C								686	76	142	2 %		130	37	71
	Marketplace Dr at E RTC Access	EB	1			1			8.1	A					8.1	A			970	20	20										
		WB													0.0	A	0.8	A													
		NB		212		212					1.1	A			1.1	A															
		SB		274	1	275					0.5	A	0.1	A	0.5	A															
	Valleyhigh Dr at Watson Ave	EB													0.0	A															
		WB	49		64	113			10.4	B			4.0	A	6.7	A	1.5	A						1199	32	59					
		NB		374	36	410					0.4	A	0.6	A	0.4	A													305		20
		SB	64	373		437			4.0	A	0.8	A			1.2	A			260	20	43										
	19th St at W Frontage Rd (Signal)	EB	34	840	10	884			19.1	B	12.1	B	8.5	A	12.3	B			100	28	91		9 %	1122	132	239	9 %				
		WB	106	791	106	1,003			17.2	B	12.2	B	10.2	B	12.5	B	16.4	B	110	50	108		7 %	265	133	248	7 %				
		NB	18	50	192	260			40.8	D	42.9	D	13.0	B	20.6	C			225	20	41			888	38	83			445	63	113
		SB	179	48	57	284			47.8	D	35.6	D	17.2	B	39.6	D			250	105	186			702	46	118					
	19th St at US 52 Interchange (Signal)	EB	240	439	532	1,211			48.0	D	21.5	C			30.9	C			175	96	151			284	105	190	1 %				
		WB	332	371	252	955			36.8	D	19.6	B			27.7	C	31.4	C	555	146	230			812	109	186					
		NB	403		403	806			38.7	D					38.7	D			860	212	334										
		SB	203		229	432			30.2	C					30.2	C			865	104	176										

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B2a
Rochester Tech Campus
2027 No Build Conditions
AM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)											
																			Left Turn Lane				Through Lane (s)					Right Turn Lane			
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Thru [2] ---->	% Block Left [2] <----	Link Length (feet)	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Right [2] ---->	% Block Thru [2] <----	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]
AM Peak Hour	W Circle Dr at 41st St (Signal)	EB	17	259	100	376			37.8	D	54.2	D	2.4	A	40.4	D			305	20	39			944	115	176			170	20	20
		WB	178	143	14	335			42.4	D	31.8	C	14.8	B	36.6	D	22.5	C	290	112	200			1236	42	90					
		NB	79	324	288	691			18.6	B	10.7	B	4.5	A	9.1	A			330	32	70			1200	40	88			325	35	70
		SB	41	468	26	535			16.6	B	19.3	B	2.8	A	18.3	B			270	20	51			922	113	189			270	20	29
	41st St at 31st Ave/RTC West (Signal)	EB	71	276	222	569			10.4	B	7.3	A	4.7	A	6.7	A			200	29	57			1212	46	94			135	47	91
		WB	14	255	41	310			11.7	B	7.5	A	5.1	A	7.4	A	8.5	A	165	20	35			1336	59	117					
		NB	61	25	5	91			14.9	B	18.6	B	3.1	A	15.4	B			130	27	60			597	20	36					
		SB	83	41	37	161			15.4	B	20.0	C	5.5	A	14.1	B			100	39	74			906	36	74					
	41st St at W Frontage Rd/Marketplace D	EB	26	286	24	336			15.5	B	10.3	B	4.0	A	10.2	B			160	20	40			1336	54	119	3 %		95	20	45
		WB	66	358	229	653			9.3	A	6.1	A	3.8	A	5.6	A	15.2	B	435	20	47			434	38	87			160	29	63
		NB	55	73	75	203			41.9	D	40.3	D	0.7	A	26.1	C			310	37	78			272	46	97					
		SB	133	66	32	231			44.0	D	42.2	D	20.0	C	40.0	D			270	60	122			140	47	102					
	41st St at SB US 52 Ramp (Signal)	EB		241	253	494					10.9	B	8.2	A	9.5	A								450	49	107			440	47	109
		WB	263	476		739			21.4	C	11.2	B			14.7	B	18.9	B	190	96	193			576	108	216					
		NB													0.0	A														
		SB	38	371	177	586			41.1	D	41.8	D	9.8	A	32.2	C								953	223	354	4 %		275	51	129
	41st St at NB US 52 Ramp/E Frontage R	EB	52	227		279			10.8	B	4.0	A			5.2	A			230	23	56			576	22	63					
		WB		507	33	540					8.9	A	6.1	A	8.7	A	12.8	B						345	59	141					
		NB	232	5	113	350			35.2	D	24.5	C	2.9	A	24.6	C			625	43	116			625	69	154			315	26	57
		SB													0.0	A														
	41st St at E Frontage Rd (Signal)	EB	137	179	24	340			6.6	A	1.9	A	1.0	A	3.7	A			320	35	74			318	20	51					
		WB	13	294	44	351			5.0	A	2.9	A	0.9	A	2.7	A	6.0	A	345	20	20			457	38	98			125	20	25
		NB	18	11	9	38			45.3	D	24.7	C	11.2	B	29.3	C			95	20	48			830	20	51					
		SB	32	8	228	268			44.8	D	54.2	D	2.1	A	9.1	A			175	26	66			809	20	29			180	20	34
	Marketplace Dr at SE Target Access	EB	6		11	17			5.8	A			2.6	A	3.7	A			410	20	24								60	20	32
		WB													0.0	A	0.7	A												
		NB	62	181		243			2.4	A	0.3	A			0.8	A			200	20	29									
		SB		84	12	96					0.3	A	0.2	A	0.3	A														
	Marketplace Dr at Slip Ramp from 37th S	EB			5	5							3.4	A	3.4	A													110	20	23
		WB	11		155	166			5.3	A			3.7	A	3.8	A	1.9	A	60	20	27						1 %		390	29	55
		NB		89		89					0.5	A			0.5	A														
		SB		78	5	83					0.2	A	0.2	A	0.2	A														
	W Circle Dr at Valleyhigh Dr (Signal)	EB	152	240	200	592			56.1	E	49.1	D	3.2	A	34.9	C			290	92	159			1110	111	172					
		WB	43	81	101	225			62.9	E	57.4	E	3.0	A	33.9	C	32.3	C	295	38	83			1349	47	96					
		NB	121	438	78	637			61.9	E	28.8	C	5.2	A	31.8	C			295	84	147			1129	114	192			250	23	51
		SB	199	444	103	746			53.7	D	26.7	C	2.6	A	30.1	C			310	151	249			670	131	199					
	37th St at RTC West	EB													0.0	A														
		WB	71		80	151			2.8	A	0.4	A	2.3	A	1.1	A	3.3	A	80	20	20									
		NB		5	15	20					7.7	A	2.7	A	3.7	A								776	20	37					
		SB	231	34		265			7.5	A	4.3	A			6.8	A								727	57	87			130		
	37th St at RTC East	EB		151	52	203					0.4	A	0.1	A	0.3	A								800		20					
		WB	484	445		929			5.7	A	0.8	A			3.2	A	3.0	A	340	51	101			482		20					
		NB	38		87	125			18.8	C	0.3	A	2.5	A	7.1	A			680	27	58									
		SB													0.0	A														
	37th St at SB US 52 Ramp (Signal)	EB		141	97	238					5.1	A	0.2	A	3.1	A								650	20	32			200		
		WB	260	782		1,042			7.9	A	12.7	B			11.5	B	13.9	B	265	26	71			610	136	233					
		NB													0.0	A														
		SB	125		313	438			48.4	D	0.4	A	17.5	B	25.4	C								973	89	161			485	127	220
	37th St at NB US 52 Ramp (Signal)	EB	54	212		266			15.8	B	8.8	A			10.2	B			160	24	53			610	32	78					
		WB		566	136	702					16.6	B	4.8	A	14.3	B	19.1	B						405	137	233			185	29	72
		NB	476	329	353	1,158			32.6	C	29.4	C	8.1	A	24.1	C			820	124	214			1443	143	226			820	67	119
		SB													0.0	A														
	37th St at 21st Ave/E Frontage Rd (Sign	EB	13	526	26	565			7.5	A	2.7	A	1.3	A	2.7	A			200	20	20			397	20	54			200		20
		WB	26	666	22	714			6.2	A	2.9	A	0.8	A	3.0	A	5.2	A	195	20	30			960	36	92			300	20	20
		NB	36	9	15	60			53.4	D	50.3	D	7.2	A	41.0	D			150	29	69			888	20	33					
		SB	15	8		23			43.1	D	12.5	B			22.5	C								686	23	58					
	Watson Ave at RTC South	EB		14	2	16					5.8	A	3.3	A	5.5	A								983	20	38			160	20	20
		WB	63	52		115			5.7	A	1.8	A			2.5	A	2.8	A						1822	41	63					
		NB	10		218	228			4.2	A	0.1	A	3.2	A	3.2	A			380	20	24								190	38	61
		SB													0.0	A														
	Marketplace Dr at E RTC Access	EB	2			2			5.1	A					5.1	A			940	20	20									
		WB													0.0	A	0.3	A												
		NB		87		87					0.4	A			0.4	A														
		SB		92	9	101					0.2	A	0.1	A	0.2	A														
	Valleyhigh Dr at Watson Ave	EB													0.0	A														
		WB	19		21	40			11.5	B	0.1	A	3.0	A	6.8	A	1.4	A						543	20	41					
		NB		396	110	506					0.5	A	1.0	A	0.6	A													305	20	20
		SB	118	262		380			4.7	A	0.6	A			1.9	A			260	25	57									
	19th St at W Frontage Rd (Signal)	EB	18	551	10	579			13.0	B	7.8	A	4.3	A	7.9	A			100	20	30		2 %	1122	69	159	2 %				
		WB	143	810	67	1,020			12.9	B	9.6	A	7.5	A	9.9	A	11.7	B	110	48	105		3 %	265	106	201	3 %				
		NB	8	14	71	93			37.3	D	45.2	D	6.3	A	13.6	B			225	20	25			888	20	39			445	32	59
		SB	92	31	21	144			45.2	D	40.5	D	12.5	B	39.4	D			250	55	114			702	20	57					
	19th St at US 52 Interchange (Signal)	EB	105	333	276	714			47.2	D	23.7	C			29.3	C			175	56	100			284	87	145					
		WB	335	382	201	918			36.6	D	19.3	B			27.5	C	30.5	C	555	146	231			812	108	183					
		NB	394		446	840			34.9	C					34.9	C			860	201	332									
		SB	368		244	612			33.1	C					33.1	C			865	187	314									

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B2b
Rochester Tech Campus
2027 No Build Conditions
PM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)												
																			Left Turn Lane				Through Lane (s)					Right Turn Lane			
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Thru [2] ---->	% Block Left [2] <----	Link Length (feet)	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Right [2] ---->	% Block Thru [2] <----	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]
PM Peak Hour	W Circle Dr at 41st St (Signal)	EB	30	214	91	335			42.5	D	57.2	E	2.3	A	41.6	D															
		WB	392	362	41	795			77.0	E	32.0	C	24.7	C	53.6	D	31.7	C	290	285	456			1236	189	550					
		NB	233	626	375	1,234			28.9	C	14.3	B	6.5	A	14.7	B			330	93	174			1200	70	139			325	45	97
		SB	48	450	34	532			35.2	D	32.9	C	5.2	A	31.3	C			270	31	71			922	135	216			270	20	36
	41st St at 31st Ave/RTC West (Signal)	EB	49	516	60	625			14.0	B	11.8	B	3.6	A	11.2	B			200	25	52			1212	85	148	1 %		135	21	49
		WB	11	459	62	532			12.0	B	15.5	B	8.8	A	14.7	B	14.1	B	165	20	28		2 %	1336	104	190	2 %				
		NB	198	53	32	283			17.1	B	19.9	B	11.5	B	17.2	B			130	68	124		1 %	597	41	91					
		SB	130	32	89	251			16.7	B	30.4	C	9.4	A	16.2	B			100	54	96		2 %	906	55	102					
	41st St at W Frontage Rd/Marketplace D	EB	69	681	60	810			23.7	C	32.7	C	13.3	B	30.5	C			160	41	110		9 %	1336	211	356	36 %		95	53	154
		WB	166	326	225	717			23.3	C	14.7	B	5.8	A	13.8	B	25.6	C	435	69	139			434	74	137			160	52	96
		NB	90	156	356	602			43.7	D	48.8	D	1.4	A	20.3	C			310	60	121			272	105	183			260	20	33
		SB	386	149	49	584			40.5	D	40.5	D	26.3	C	39.3	D			270	160	268		5 %	140	108	202					
	41st St at SB US 52 Ramp (Signal)	EB		770	653	1,423					17.6	B	19.4	B	18.4	B								450	171	312			440	196	366
		WB	336	585		921			93.5	F	7.9	A			38.0	D	27.6	C	190	233	356			576	225	600					
		NB													0.0	A															
		SB	72	168	132	372			50.1	D	51.7	D	10.4	B	36.5	D								953	156	277	1 %		275	44	99
	41st St at NB US 52 Ramp/E Frontage R	EB	216	626		842			24.9	C	8.8	A			13.0	B			230	93	185			576	77	164					
		WB		696	112	808					26.8	C	17.1	B	25.5	C	19.9	B						345	156	312					
		NB	225	15	230	470			39.0	D	36.5	D	5.7	A	22.6	C			625	55	152			625	73	176			315	44	103
		SB													0.0	A															
	41st St at E Frontage Rd (Signal)	EB	293	455	108	856			16.3	B	7.6	A	3.1	A	10.1	B			320	97	167			318	78	135					
		WB	36	350	49	435			11.6	B	12.6	B	2.7	A	11.4	B	15.8	B	345	20	40		5 %	457	100	204	5 %		125	20	68
		NB	127	52	53	232			41.3	D	47.1	D	19.0	B	37.6	D			95	84	148		8 %	830	85	177					
		SB	100	62	331	493			40.5	D	52.2	D	6.9	A	19.0	B			175	66	124			809	60	181		2 %	180	45	154
	Marketplace Dr at SE Target Access	EB	52		62	114			12.3	B			3.1	A	7.4	A			410	29	55								60	27	47
		WB													0.0	A	1.5	A													
		NB	263	429		692			2.4	A	0.7	A			1.3	A			200		20										
		SB									0.2	A			0.2	A															
	Marketplace Dr at Slip Ramp from 37th S	EB			8	8							3.6	A	3.6	A													110	20	28
		WB	22		398	420			11.6	B	2.0	A	12.4	B	12.3	B	6.0	A	60	21	74							24 %	390	111	203
		NB		246		246					1.4	A			1.4	A															
		SB		256	5	261					0.3	A	0.1	A	0.3	A															
	W Circle Dr at Valleyhigh Dr (Signal)	EB	150	94	249	493			63.9	E	58.9	E	2.9	A	30.8	C			290	86	148			1110	56	108					
		WB	88	219	250	557			53.4	D	52.1	D	3.5	A	29.7	C	30.3	C	295	66	127			1349	95	154					
		NB	259	834	69	1,162			60.1	E	30.4	C	5.1	A	35.7	D			295	154	231		1 %	1129	196	297	3 %		250	20	44
		SB	111	675	153	939			55.7	E	23.3	C	2.9	A	23.6	C			310	85	153			670	156	232					
	37th St at RTC West	EB													0.0	A															
		WB	20		265	285			2.3	A	0.1	A	3.1	A	3.0	A	3.8	A						1172		20			585	20	20
		NB		20	66	86					6.4	A	3.1	A	3.9	A								776	30	52					
		SB	102	9		111			5.7	A	4.6	A			5.5	A								727	37	57			130		
	37th St at RTC East	EB		425	37	462					0.7	A	0.1	A	0.7	A								800	20	20					
		WB	116	227		343			4.8	A	0.6	A			2.0	A	2.6	A	340	25	59										
		NB	54		443	497			10.4	B			4.1	A	4.8	A			680	30	63							1 %	130	20	87
		SB													0.0	A															
	37th St at SB US 52 Ramp (Signal)	EB		444	424	868					14.4	B	0.6	A	7.6	A								650	77	128			200		20
		WB	535	688		1,223			30.6	C	14.6	B			21.4	C	19.3	B	265	161	306		1 %	610	161	265					
		NB													0.0	A															
		SB	242	5	75	322			53.4	D	33.4	C	8.4	A	42.3	D								973	181	289			485	35	68
	37th St at NB US 52 Ramp (Signal)	EB	300	386		686			55.9	E	10.9	B			30.1	C			160	180	288			610	103	253					
		WB		844	232	1,076					27.0	C	9.3	A	23.2	C	27.2	C						405	229	354	7 %		185	58	153
		NB	379	450	531	1,360			38.0	D	37.8	D	14.9	B	28.9	C			820	94	200			1443	213	296			820	122	215
		SB													0.0	A															
	37th St at 21st Ave/E Frontage Rd (Sign	EB	26	807	84	917			15.8	B	8.4	A	2.5	A	8.1	A			200	20	33			397	76	143			200	20	20
		WB	74	889	44	1,007			13.9	B	8.7	A	1.8	A	8.8	A	12.4	B	195	30	63			960	93	180			300	20	20
		NB	113	41	84	238			49.0	D	37.0	D	15.7	B	35.3	D			150	81	144		1 %	888	60	128					
		SB	49	56	74	179			37.0	D	24.7	C	8.9	A	21.6	C								686	69	133	1 %		130	35	73
	Watson Ave at RTC South	EB		54	9	63					6.3	A	2.8	A	5.8	A								983	28	53			160	20	28
		WB	198	15		213			6.1	A	7.3	A			6.2	A	5.5	A						1822	50	72					
		NB	3		51	54			4.8	A	0.0	A	2.3	A	2.4	A			380	20	20								190	20	37
		SB													0.0	A															
	Marketplace Dr at E RTC Access	EB	13			13			6.4	A					6.4	A			940	20	28										
		WB													0.0	A	0.8	A													
		NB		215		215					1.0	A			1.0	A															
		SB		277	7	284					0.4	A	0.2	A	0.4	A															
	Valleyhigh Dr at Watson Ave	EB													0.0	A															
		WB	100		107	207			11.6	B	0.3	A	5.7	A	7.8	A	2.1	A						543	50	87					
		NB		402	26	428					0.4	A	0.7	A	0.4	A													305		20
		SB	28	401		429			3.6	A	0.8	A			1.0	A			260	20	27										
	19th St at W Frontage Rd (Signal)	EB	34	811	10	855			16.2	B	12.2	B	8.4	A	12.3	B			100	24	79		8 %	1122	128	233	8 %				
		WB	107	769	106	982			15.6	B	12.0	B	10.3	B	12.2	B	16.1	B	110	47	105		6 %	265	131	236	6 %				
		NB	19	50	193	262			34.7	C	44.2	D	12.1	B	20.4	C			225	20	44			888	40	83			445	60	105
		SB	179	48	57	284			44.2	D	36.6	D	14.8	B	37.5	D			250	103	177			702	42	106					
	19th St at US 52 Interchange (Signal)	EB	243	421	519	1,183			46.4	D	20.4	C			29.8	C			175	91	141			284	102	197	1 %				
		WB	333	358	254	945			37.7	D	20.0	C			28.3	C	31.0	C	555	146	221			812	100	165					
		NB	393		405	798			37.9	D					37.9	D			860	207	312										
		SB	205		231	436			30.3	C					30.3	C			865	104	179										

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B3a
Rochester Tech Campus
2027 No Build Conditions - Mitigated
AM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)											
																			Left Turn Lane				Through Lane (s)					Right Turn Lane			
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Thru [2] <----	% Block Left [2] <----	Link Length (feet)	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Right [2] ---->	% Block Thru [2] <----	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]
AM Peak Hour	W Circle Dr at 41st St (Signal)	EB	17	259	100	376			38.2	D	51.1	D	2.4	A	37.4	D														
		WB	178	143	14	335			38.3	D	31.5	C	13.4	B	34.4	C	19.4	B	290	62	113			1236	39	88					
		NB	79	324	288	691			13.0	B	3.6	A	3.8	A	4.7	A			330	29	66			1197	20	48			325	28	71
		SB	41	468	26	535			18.3	B	15.7	B	2.5	A	15.3	B			270	21	51			922	101	185			270	20	28
	41st St at 31st Ave/RTC West (Signal)	EB	71	276	222	569			10.7	B	7.7	A	4.7	A	6.9	A			200	30	69			1212	46	92			135	47	87
		WB	14	255	41	310			11.9	B	7.3	A	5.5	A	7.3	A	8.5	A	165	20	32			1336	57	102					
		NB	61	25	5	91			13.9	B	19.1	B	4.1	A	14.8	B			130	24	54			597	20	38					
		SB	83	41	37	161			15.1	B	19.2	B	6.8	A	14.3	B			100	38	77			906	39	76					
	41st St at W Frontage Rd/Marketplace D	EB	26	286	24	336			16.4	B	10.8	B	3.7	A	10.7	B			160	20	41			1336	54	121	2 %		95	20	39
		WB	66	358	229	653			9.0	A	5.8	A	2.8	A	5.1	A	14.9	B	435	20	46			433	40	83			160	27	60
		NB	55	73	75	203			42.5	D	41.1	D	0.7	A	27.3	C			310	40	81			272	49	104					
		SB	133	66	32	231			42.2	D	44.0	D	17.4	B	38.9	D			270	56	113			140	43	93					
	41st St at SB US 52 Ramp (Signal)	EB		241	253	494					8.3	A	8.8	A	8.6	A								450	32	85			440	50	142
		WB	263	476		739			17.0	B	5.7	A			9.6	A	15.6	B	220	80	158			576	37	87					
		NB													0.0	A														
		SB	38	371	177	586			34.0	C	37.8	D	9.0	A	28.8	C			290	20	49		3 %	953	200	321	3 %		290	48	112
	41st St at NB US 52 Ramp/E Frontage R	EB	52	227		279			9.4	A	2.9	A			4.0	A			250	21	54			576	20	62					
		WB		507	33	540					7.9	A	5.2	A	7.7	A	8.7	A						345	58	119					
		NB	232	5	113	350			18.9	B	7.8	A	3.2	A	13.7	B			625	36	82			625	71	123			315	28	52
		SB													0.0	A														
	41st St at E Frontage Rd (Signal)	EB	137	179	24	340			5.6	A	1.1	A	0.7	A	2.9	A			320	29	60			318	20	30					
		WB	13	294	44	351			4.7	A	2.3	A	1.0	A	2.2	A	5.4	A	345	20	20			457	30	82			125	20	25
		NB	18	11	9	38			43.3	D	21.6	C	9.8	A	26.5	C			225	20	51			830	20	52					
		SB	32	8	228	268			44.5	D	53.0	D	2.1	A	8.5	A			175	25	66			809	20	28			180	20	39
	Marketplace Dr at SE Target Access	EB	6		11	17			5.4	A			2.6	A	3.5	A			410	20	23								60	20	33
		WB													0.0	A	0.7	A												
		NB	62	181		243			2.4	A	0.3	A			0.8	A			200	20	28									
		SB		84	12	96					0.2	A	0.1	A	0.2	A														
	Marketplace Dr at Slip Ramp from 37th S	EB			5	5							2.9	A	2.9	A													110	20	21
		WB	11		155	166			5.1	A			3.5	A	3.6	A	1.9	A	60	20	28								390	29	55
		NB		89		89					0.5	A			0.5	A														
		SB		78	5	83					0.2	A	0.1	A	0.2	A														
	W Circle Dr at Valleyhigh Dr (Signal)	EB	152	240	200	592			52.2	D	47.9	D	3.2	A	33.9	C			290	88	152			1110	110	182					
		WB	43	81	101	225			58.4	E	56.7	E	3.1	A	33.4	C	31.2	C	295	36	81			1349	45	91					
		NB	121	438	78	637			61.1	E	35.0	D	5.9	A	36.0	D			295	82	143			1129	125	212			250	25	51
		SB	199	444	103	746			46.9	D	19.5	B	2.5	A	24.4	C			310	141	241			670	91	150					
	37th St at RTC West	EB													0.0	A														
		WB	71		80	151			2.8	A	0.4	A	2.3	A	1.0	A	3.2	A	80	20	20									
		NB		5	15	20					7.4	A	2.7	A	3.6	A								776	20	37					
		SB	231	34		265			7.5	A	4.1	A			6.7	A								727	57	91					
	37th St at RTC East	EB		151	52	203					0.4	A	0.2	A	0.4	A								800		20					
		WB	484	445		929			5.3	A	0.6	A			2.9	A	2.9	A	340	44	89									
		NB	38		87	125			20.2	C	0.3	A	2.5	A	7.4	A			680	25	56									
		SB													0.0	A													130		
	37th St at SB US 52 Ramp (Signal)	EB		141	97	238					6.9	A	0.6	A	4.3	A								650	20	47			200		
		WB	260	782		1,042			11.1	B	8.1	A			8.8	A	12.2	B	265	46	107			610	75	169					
		NB													0.0	A														
		SB	125		313	438			42.8	D	0.5	A	16.3	B	23.5	C								972	84	175			485	110	228
	37th St at NB US 52 Ramp (Signal)	EB	54	212		266			17.8	B	5.5	A			7.7	A			175	20	43			610	20	54					
		WB		566	136	702					13.3	B	4.2	A	11.5	B	18.5	B						405	111	203			185	20	51
		NB	476	329	353	1,158			34.5	C	29.8	C	8.8	A	25.3	C			820	135	218			1438	115	191			820	70	132
		SB													0.0	A														
	37th St at 21st Ave/E Frontage Rd (Sign	EB	13	526	26	565			7.3	A	2.1	A	1.0	A	2.2	A			200	20	20			390	20	54			200	20	20
		WB	26	666	22	714			6.3	A	3.0	A	0.9	A	3.0	A	4.8	A	195	20	31			960	41	106			300	20	20
		NB	36	9	15	60			50.1	D	50.0	D	8.2	A	40.0	D			150	25	65			888	20	38					
		SB	15	8		23			47.9	D	13.8	B			23.9	C								686	20	52					
	Watson Ave at RTC South	EB		14	2	16					6.2	A	2.9	A	5.8	A								983	20	36			160	20	20
		WB	63	52		115			5.5	A	1.7	A			2.4	A	2.9	A						1822	39	61					
		NB	10		218	228			4.1	A	0.0	A	3.4	A	3.4	A			380	20	25								190	40	64
		SB													0.0	A														
	Marketplace Dr at E RTC Access	EB	2			2			5.8	A					5.8	A			940	20	20									
		WB													0.0	A	0.4	A												
		NB		87		87					0.4	A			0.4	A														
		SB		92	9	101					0.2	A	0.1	A	0.2	A														
	Valleyhigh Dr at Watson Ave	EB													0.0	A														
		WB	19		21	40			10.8	B	0.1	A	2.8	A	5.9	A	1.3	A						543	20	37					
		NB		368	110	478					0.5	A	1.0	A	0.6	A								977		20			305	20	20
		SB	118	244		362			4.6	A	0.6	A			1.8	A			260	25	53									
	19th St at W Frontage Rd (Signal)	EB	18	551	10	579			13.8	B	6.3	A	4.5	A	6.5	A			100	20	31		2 %	1122	60	134	2 %				
		WB	143	810	67	1,020			11.9	B	5.7	A	5.1	A	6.6	A	9.6	A	110	41	87			265	40	97					
		NB	8	14	71	93			42.6	D	48.1	D	6.0	A	15.3	B			225	20	25			888	20	41			445	32	55
		SB	92	31	21	144			44.2	D	40.1	D	14.4	B	39.0	D			250	57	119			702	21	65					
	19th St at US 52 Interchange (Signal)	EB	105	333	276	714			42.7	D	24.7	C			29.0	C			175	56	95			284	89	149	1 %				
		WB	335	382	201	918			38.0	D	19.5	B			28.1	C	30.7	C	555	151	236			812	110	191					
		NB	394		446	840			34.3	C					34.3	C			860	190	312									
		SB	368		244	612			34.1	C					34.1	C			865	185	314									

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B3b
Rochester Tech Campus
2027 No Build Conditions - Mitigated
PM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)											
																			Left Turn Lane				Through Lane (s)					Right Turn Lane			
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Thru [2] ---->	% Block Left [2] <----	Link Length (feet)	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Right [2] ---->	% Block Thru [2] <----	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]
PM Peak Hour	W Circle Dr at 41st St (Signal)	EB	30	214	91	335			48.5	D	55.4	E	2.3	A	39.8	D			305	21	53			944	98	157			170	20	20
		WB	392	362	41	795			43.4	D	34.0	C	25.8	C	38.2	D	24.1	C	290	134	205			1236	123	203					
		NB	233	626	375	1,234			20.6	C	8.1	A	5.3	A	9.7	A			330	84	153			1197	48	102			325	33	67
		SB	48	450	34	532			31.0	C	26.9	C	5.0	A	25.8	C			270	33	75			922	125	200			270	20	35
	41st St at 31st Ave/RTC West (Signal)	EB	49	516	60	625			20.2	C	11.4	B	3.5	A	11.4	B			200	28	62	1 %		1212	85	146	1 %		135	20	46
		WB	11	459	62	532			22.3	C	13.3	B	8.1	A	12.9	B	13.0	B	165	20	35		1 %	1336	98	180	1 %				
		NB	198	53	32	283			15.2	B	17.5	B	9.7	A	15.2	B			130	67	**128**			597	35	85					
		SB	130	32	89	251			15.4	B	27.7	C	8.6	A	14.6	B			100	54	**97**		1 %	906	53	98					
	41st St at W Frontage Rd/Marketplace D	EB	69	681	60	810			20.5	C	31.0	C	12.1	B	28.6	C			160	36	88		8 %	1336	194	319	35 %		95	47	**143**
		WB	166	326	225	717			27.2	C	25.0	C	6.1	A	19.6	B	27.6	C	435	76	132			433	85	144			160	55	93
		NB	90	156	356	602			44.0	D	46.0	D	1.3	A	19.6	B			310	64	126			272	104	170			260		20
		SB	386	149	49	584			46.1	D	44.8	D	29.5	C	44.4	D			270	169	**297**		5 %	140	**112**	**219**					
	41st St at SB US 52 Ramp (Signal)	EB		770	653	1,423					24.9	C	16.8	B	21.2	C								450	186	**354**			440	174	**344**
		WB	336	585		921			17.3	B	5.0	A			9.2	A	19.0	B	220	114	**207**			576	54	116					
		NB													0.0	A														
		SB	72	168	132	372			50.2	D	48.7	D	8.7	A	34.9	C			290	50	105			953	106	194			290	40	71
	41st St at NB US 52 Ramp/E Frontage R	EB	216	626		842			18.5	B	11.2	B			13.1	B			250	94	180		1 %	576	144	259					
		WB		696	112	808					17.1	B	12.3	B	16.4	B	16.0	B						345	126	228					
		NB	225	15	230	470			29.5	C	28.8	C	10.4	B	20.1	C			625	79	137			625	112	177			315	103	172
		SB													0.0	A														
	41st St at E Frontage Rd (Signal)	EB	293	455	108	856			13.6	B	7.8	A	3.8	A	9.3	A			320	98	161			318	82	149					
		WB	36	350	49	435			19.2	B	13.6	B	3.0	A	12.8	B	16.2	B	345	20	46		6 %	457	113	228	6 %		125	20	75
		NB	127	52	53	232			49.5	D	55.4	E	26.4	C	45.7	D			225	80	146		11 %	830	83	154					
		SB	100	62	331	493			44.8	D	51.1	D	3.6	A	17.5	B			175	65	117			809	50	102			180	35	114
	Marketplace Dr at SE Target Access	EB	52		62	114			12.9	B			3.1	A	7.8	A			410	30	57								60	27	**48**
		WB													0.0	A	1.5	A												
		NB	263	429		692			2.4	A	0.7	A			1.3	A			200	20	21									
		SB									0.2	A			0.2	A														
	Marketplace Dr at Slip Ramp from 37th S	EB			8	8							3.9	A	3.9	A													110	20	26
		WB	22		398	420			10.2	B	3.4	A	10.6	B	10.6	B	5.2	A	60	20	**66**							18 %	390	96	175
		NB		246		246					1.3	A			1.3	A														
		SB		256	5	261					0.3	A	0.1	A	0.3	A														
	W Circle Dr at Valleyhigh Dr (Signal)	EB	150	94	249	493			68.7	E	52.2	D	2.9	A	32.2	C			290	99	175			1110	60	117					
		WB	88	219	250	557			58.9	E	51.7	D	3.5	A	31.5	C	30.8	C	295	73	134			1349	99	159					
		NB	259	834	69	1,162			59.3	E	29.8	C	5.2	A	34.8	C			295	143	218		1 %	1129	190	286	2 %		250	20	44
		SB	111	675	153	939			58.9	E	24.0	C	3.0	A	24.7	C			310	87	154			670	151	235					
	37th St at RTC West	EB													0.0	A														
		WB	20		265	285			2.5	A	0.2	A	3.2	A	3.1	A	3.8	A	80		20								585	20	37
		NB		20	66	86					6.6	A	2.9	A	3.8	A								776	28	43					
		SB	102	9		111			5.6	A	4.9	A			5.5	A								727	36	57			130		
	37th St at RTC East	EB		425	37	462					0.7	A	0.1	A	0.6	A								800	20	20					
		WB	116	227		343			4.9	A	0.6	A			2.0	A	2.6	A	340	26	63										
		NB	54		443	497			10.7	B			4.1	A	4.8	A			680	29	67							1 %	130	20	77
		SB													0.0	A														
	37th St at SB US 52 Ramp (Signal)	EB		444	424	868					17.4	B	1.0	A	9.5	A								650	94	133			200		
		WB	535	688		1,223			24.6	C	11.3	B			17.0	B	16.8	B	265	169	**246**			610	108	210					
		NB													0.0	A														
		SB	242	5	75	322			45.0	D	24.1	C	7.8	A	35.7	D								972	189	296			485	36	70
	37th St at NB US 52 Ramp (Signal)	EB	300	386		686			25.7	C	3.7	A			13.2	B			175	77	143			610	20	51					
		WB		844	232	1,076					43.4	D	16.2	B	37.5	D	31.9	C						405	**335**	**457**	6 %		185	76	**166**
		NB	379	450	531	1,360			49.2	D	48.8	D	18.6	B	36.9	D			820	183	287			1438	206	307			820	145	255
		SB													0.0	A														
	37th St at 21st Ave/E Frontage Rd (Sign	EB	26	807	84	917			16.3	B	7.6	A	1.9	A	7.4	A			200	20	33			390	67	129			200	20	20
		WB	74	889	44	1,007			14.9	B	12.8	B	2.3	A	12.5	B	14.3	B	195	33	89		5 %	960	137	265			300	20	23
		NB	113	41	84	238			50.5	D	39.7	D	16.3	B	35.9	D			150	75	**136**			888	55	116					
		SB	49	56	74	179			47.1	D	29.0	C	15.9	B	28.7	C								686	80	154	3 %		130	41	90
	Watson Ave at RTC South	EB		54	9	63					6.3	A	2.7	A	5.7	A								983	29	52			160	20	30
		WB	198	15		213			6.4	A	7.5	A			6.5	A	5.7	A						1822	50	74					
		NB	3		51	54			4.5	A	0.0	A	2.4	A	2.5	A			380	20	20								190	20	38
		SB													0.0	A														
	Marketplace Dr at E RTC Access	EB	13			13			6.2	A					6.2	A			940	20	26									
		WB													0.0	A	0.7	A												
		NB		215		215					0.9	A			0.9	A														
		SB		277	7	284					0.4	A	0.1	A	0.4	A														
	Valleyhigh Dr at Watson Ave	EB													0.0	A														
		WB	100		107	207			12.4	B	0.4	A	6.0	A	8.5	A	2.3	A						543	52	94					
		NB		374	26	400					0.4	A	0.6	A	0.4	A														
		SB	28	373		401			3.4	A	0.8	A			1.0	A			260	20	27									
	19th St at W Frontage Rd (Signal)	EB	34	811	10	855			20.6	C	11.8	B	8.1	A	12.1	B			100	25	75		7 %	1122	124	226	7 %				
		WB	107	769	106	982			16.6	B	8.5	A	7.0	A	9.2	A	14.2	B	110	42	91		1 %	265	67	136	1 %				
		NB	19	50	193	262			35.9	D	45.2	D	12.9	B	20.7	C			225	20	43			888	39	82			445	63	109
		SB	179	48	57	284			37.8	D	32.8	C	11.9	B	32.1	C			250	105	181			702	37	91					
	19th St at US 52 Interchange (Signal)	EB	243	421	519	1,183			40.7	D	18.5	B			26.6	C			175	97	**151**		1 %	284	83	150	1 %				
		WB	333	358	254	945			45.1	D	20.3	C			32.3	C	31.3	C	555	164	243			812	103	169					
		NB	393		405	798			37.4	D					37.4	D			860	203	317									
		SB	205		231	436			30.8	C					30.8	C			865	103	181									

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B4a
Rochester Tech Campus
2027 Phase 1 Build Conditions - No Additional Mitigations (2027 No Build Mitigations Only)
AM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane				Through Lane (s)					Right Turn Lane				
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Left[2] <----	% Block Thru[2] ---->	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	
AM Peak Hour	W Circle Dr at 41st St (Signal)	EB	17	264	103	384			35.9	D	53.6	D	2.6	A	39.2	D	20.3	C	305	20	34			944	112	173			170	20	23		
		WB	209	161	16	386			38.4	D	31.5	C	11.9	B	34.5	C			290	72	123			1236	43	90							
		NB	82	324	297	703			14.5	B	4.0	A	4.5	A	5.4	A			330	30	67			1197	20	51			325	32	82		
		SB	40	467	26	533			17.1	B	16.0	B	2.9	A	15.4	B			270	22	56			922	105	188			270	20	30		
	41st St at NW MF Access	EB		581	8	589					2.1	A	2.4	A	2.1	A	1.8	A														
		WB	4	352		356			5.5	A	0.7	A			0.7	A								721	20	20						
		NB	23		10	33			11.1	B			5.2	A	9.4	A								501	20	46						
		SB													0.0	A																
	41st St at 31st Ave/RTC West (Signal)	EB	71	290	223	584			12.3	B	9.2	A	4.6	A	7.9	A	9.6	A	200	32	69			1212	52	101			135	48	85		
		WB	27	261	41	329			13.0	B	8.4	A	5.6	A	8.4	A			165	20	45			1336	61	112							
		NB	87	27	49	163			14.8	B	21.0	C	5.7	A	13.1	B			130	33	67			597	25	56							
		SB	83	39	37	159			15.7	B	23.0	C	6.8	A	15.5	B			100	39	75	1 %		906	39	75							
	41st St at W Frontage Rd/Marketplace D	EB	26	338	30	394			15.4	B	11.4	B	3.9	A	11.1	B	14.9	B	160	20	42			1336	63	126	4 %		95	20	44		
		WB	83	372	229	684			9.8	A	6.5	A	2.9	A	5.7	A			435	24	55			433	43	95			160	29	60		
		NB	59	73	84	216			40.8	D	41.7	D	0.8	A	26.5	C			310	40	85			272	51	107			240				
		SB	133	66	32	231			42.1	D	40.3	D	17.5	B	38.1	D			270	53	111			140	44	98							
	41st St at SB US 52 Ramp (Signal)	EB		298	258	556					9.0	A	7.2	A	8.2	A	14.8	B						450	42	103			440	51	127		
		WB	263	485		748			17.2	B	5.9	A			9.8	A			220	82	151			576	39	91							
		NB													0.0	A																
		SB	38	363	199	600			33.2	C	37.3	D	9.0	A	27.2	C			290	20	53	2 %		953	185	301	2 %		290	53	121		
	41st St at NB US 52 Ramp/E Frontage R	EB	92	244		336			11.2	B	3.0	A			5.0	A	9.0	A	250	37	84			576	20	60							
		WB		516	33	549					8.7	A	6.2	A	8.5	A								345	63	138							
		NB	232	5	113	350			18.4	B	14.5	B	3.1	A	13.6	B			625	41	84			625	70	120			315	28	50		
		SB													0.0	A																
	41st St at E Frontage Rd (Signal)	EB	137	196	24	357			5.7	A	1.2	A	0.7	A	2.9	A	5.3	A	320	30	63			318	20	38							
		WB	13	303	44	360			4.1	A	2.3	A	0.9	A	2.2	A			345	20	20			457	30	81			125	20	23		
		NB	18	11	9	38			47.8	D	21.6	C	8.9	A	27.0	C			225	20	45			830	20	55							
		SB	32	8	228	268			44.6	D	43.8	D	2.0	A	8.2	A			175	25	64			809	20	31			180	20	32		
	Marketplace Dr at SE Target Access	EB	6		11	17			7.0	A			2.9	A	4.3	A	0.7	A	410	20	24								60	20	34		
		WB													0.0	A																
		NB	60	192		252			2.5	A	0.3	A			0.8	A			200	20	31											
		SB		107	12	119					0.3	A	0.1	A	0.3	A								510		20						
	Marketplace Dr at Slip Ramp from 37th St	EB			5	5							3.6	A	3.6	A	1.8	A											110	20	20		
		WB	11		155	166			5.1	A			3.6	A	3.7	A			60	20	28								390	29	54		
		NB		98		98					0.5	A			0.5	A																
		SB		101	5	106					0.2	A	0.2	A	0.2	A																
	W Circle Dr at Valleyhigh Dr (Signal)	EB	159	242	200	601			53.8	D	47.8	D	3.2	A	34.6	C	31.2	C	290	97	169			1110	112	174							
		WB	43	84	104	231			63.6	E	56.8	E	3.0	A	34.5	C			295	37	84			1349	50	101							
		NB	121	440	78	639			63.0	E	33.9	C	6.1	A	35.7	D			295	86	145			1129	126	211			250	25	51		
		SB	201	452	126	779			46.4	D	20.0	C	2.6	A	24.1	C			310	148	244			670	94	150							
	37th St at RTC West	EB	2	12		14			3.2	A	0.2	A			0.5	A	3.8	A														
		WB	67	23	91	181			2.8	A	0.4	A	2.3	A	1.1	A			80	20	20											
		NB		4	15	19					8.1	A	2.8	A	3.6	A								776	20	36							
		SB	292	31	4	327			8.3	A	6.0	A	3.6	A	7.9	A								727	66	109			130	20	21		
	37th St at RTC East	EB		221	63	284					0.5	A	0.2	A	0.4	A	2.9	A						800		20							
		WB	474	453		927			5.9	A	0.6	A			3.1	A			340	55	105											
		NB	39		97	136			21.7	C	0.5	A	2.6	A	7.7	A			680	26	59											
		SB													0.0	A																
	37th St at SB US 52 Ramp (Signal)	EB		167	149	316					6.5	A	0.7	A	3.7	A	11.6	B						650	20	54			200		20		
		WB	257	788		1,045			10.5	B	8.4	A			8.9	A			265	43	101			610	76	177							
		NB													0.0	A																
		SB	125		305	430			45.6	D	0.5	A	15.7	B	23.5	C								972	79	156			485	104	202		
	37th St at NB US 52 Ramp (Signal)	EB	58	234		292			18.8	B	6.0	A			8.2	A	18.7	B	175	20	45			610	22	54							
		WB		571	134	705					13.5	B	4.2	A	11.8	B								405	118	221			185	20	52		
		NB	474	329	353	1,156			35.4	D	30.5	C	8.5	A	25.7	C			820	134	227			800	111	185			820	68	119		
		SB													0.0	A																
	37th St at 21st Ave/E Frontage Rd (Signa	EB	13	548	26	587			7.2	A	2.3	A	1.0	A	2.4	A	4.9	A	200	20	20			390	21	55			200	20	20		
		WB	26	669	22	717			6.2	A	2.8	A	0.8	A	2.8	A			195	20	28			960	37	92			300	20	20		
		NB	36	9	15	60			49.3	D	49.5	D	8.6	A	39.0	D			150	28	69			888	20	36							
		SB	15	8		23			50.4	D	10.8	B			21.9	C								686	20	52							
	Watson Ave at RTC South	EB		18	10	28					6.1	A	2.5	A	4.7	A	3.0	A						983	20	38			160	20	30		
		WB	82	56		138			5.7	A	1.9	A			2.7	A								1822	42	65							
		NB	21		221	242			4.3	A	0.0	A	3.2	A	3.3	A			380	20	32								190	38	60		
		SB													0.0	A																
	Marketplace Dr at E RTC Access	EB	17		22	39			5.3	A			2.1	A	3.5	A	1.0	A	940	20	29								110	20	23		
		WB													0.0	A																
		NB	35	83		118			1.7	A	0.6	A			0.9	A			130	20	21											
		SB		84	34	118					0.3	A	0.2	A	0.3	A													170		20		
	Valleyhigh Dr at Watson Ave	EB													0.0	A	1.6	A														
		WB	39		28	67			11.7	B	0.1	A	3.6	A	7.7	A								543	24	49							
		NB		394	119	513					0.5	A	1.0	A	0.6	A													305	20	20		
		SB	123	261		384			4.7	A	0.6	A			1.9	A			260	24	54											
	19th St at W Frontage Rd (Signal)	EB	22	551	10	583			15.1	B	5.9	A	4.7	A	6.2	A	9.7	A	100	20	45	1 %		1122	57	133	1 %						
		WB	143	809	94	1,046			11.4	B	6.1	A	5.3	A	6.7	A			110	36	75			265	45	109							
		NB	8	14	71	93			35.8	D	53.7	D	6.1	A	15.3	B			225	20	27			888	20	39			445	31	55		
		SB	107	31	25	163			45.6	D	38.9	D	15.3	B	40.0	D			250	62	124			702	23	68							
	19th St at US 52 Interchange (Signal)	EB	105	333	291	729			45.1	D	24.7	C			29.5	C	30.5	C	175	56	94			284	87	148	1 %						
		WB	335	382	201	918			38.0	D	19.5	B			28.1	C			555	146	234			812	111	188							
		NB	420		446	866			33.8	C					33.8	C			860	198	327											
		SB	368		244	612			32.6	C					32.6	C			865	182	304											

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B4b
Rochester Tech Campus
2027 Phase 1 Build Conditions - No Additional Mitigations (2027 No Build Mitigations Only)
PM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane				Through Lane (s)					Right Turn Lane				
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Left[2] <----	% Block Thru[2] ---->	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
PM Peak Hour	W Circle Dr at 41st St (Signal)	EB	30	236	100	366			45.1	D	55.3	E	2.4	A	39.1	D	24.2	C	305	20	50			944	107	166			170	20	23
		WB	401	364	39	804			43.6	D	33.4	C	26.3	C	38.1	D			290	136	217			1236	122	202					
		NB	239	626	404	1,269			22.1	C	8.6	A	5.8	A	10.2	B			330	88	160			1197	51	105			325	35	71
		SB	50	451	34	535			33.2	C	26.5	C	4.7	A	25.7	C			270	32	74			922	130	207			270	20	35
	41st St at NW MF Access	EB		642	22	664					1.9	A	1.8	A	1.9	A	1.8	A														
		WB	5	770		775			5.9	A	1.4	A			1.4	A								721	20	40					
		NB	13		8	21			16.5	C			5.1	A	11.5	B								501	20	41					
		SB													0.0	A																
	41st St at 31st Ave/RTC West (Signal)	EB	49	528	87	664			21.1	C	12.4	B	4.0	A	12.0	B	13.4	B	200	26	61			1212	88	150	1 %		135	26	56
		WB	52	466	62	580			20.6	C	13.2	B	7.9	A	13.2	B			165	31	79	1 %		1336	98	182	1 %				
		NB	192	54	56	302			15.9	B	17.4	B	10.2	B	15.3	B			130	62	**124**	1 %		597	44	97					
		SB	130	36	89	255			16.5	B	27.7	C	8.8	A	15.2	B			100	52	**95**	1 %		906	55	102					
	41st St at W Frontage Rd/Marketplace D	EB	69	706	71	846			21.5	C	32.4	C	11.6	B	29.7	C	27.8	C	160	36	98	11 %		1336	197	320	35 %		95	53	**149**
		WB	201	363	225	789			29.3	C	24.5	C	5.7	A	20.5	C			435	91	163			433	92	151			160	50	91
		NB	102	157	389	648			45.7	D	45.7	D	1.4	A	19.1	B			310	75	147			272	103	175			240	20	30
		SB	386	151	49	586			45.7	D	45.7	D	31.0	C	44.5	D			270	165	**274**	6 %		140	**112**	**206**					
	41st St at SB US 52 Ramp (Signal)	EB		824	656	1,480					25.8	C	17.6	B	22.2	C	19.6	B						450	202	**370**			440	184	**363**
		WB	336	602		938			18.0	B	5.3	A			9.7	A			220	115	**208**			576	52	123					
		NB													0.0	A																
		SB	72	172	187	431			50.1	D	48.6	D	9.9	A	32.3	C			290	47	101			953	111	209			290	50	93
	41st St at NB US 52 Ramp/E Frontage R	EB	258	638		896			18.8	B	11.0	B			13.3	B	16.6	B	250	108	207	1 %		576	143	275					
		WB		713	112	825					18.5	B	13.8	B	17.8	B								345	138	245					
		NB	225	15	230	470			30.2	C	28.3	C	10.6	B	20.5	C			625	80	138			625	110	180			315	104	169
		SB													0.0	A																
	41st St at E Frontage Rd (Signal)	EB	293	467	108	868			13.6	B	7.5	A	3.3	A	9.0	A	16.1	B	320	93	164			318	80	142					
		WB	36	367	49	452			17.4	B	14.3	B	3.1	A	13.3	B			345	20	47	8 %		457	124	234	8 %		125	23	93
		NB	127	52	53	232			50.9	D	56.4	E	25.4	C	46.3	D			225	82	145	9 %		830	77	140					
		SB	100	62	331	493			44.0	D	54.6	D	3.5	A	17.3	B			175	64	117			809	48	96			180	33	108
	Marketplace Dr at SE Target Access	EB	52		62	114			15.7	C			3.4	A	8.8	A	1.7	A	410	30	64								60	29	**49**
		WB													0.0	A																
		NB	265	476		741			2.6	A	0.7	A			1.4	A			200	20	38											
		SB		48		48					0.3	A			0.3	A																
	Marketplace Dr at Slip Ramp from 37th St	EB			8	8							4.1	A	4.1	A	5.4	A											110	20	28
		WB	22		398	420			11.6	B	1.9	A	12.1	B	12.1	B			60	22	**70**							22 %	390	102	190
		NB		295		295					1.4	A			1.4	A																
		SB		304	5	309					0.3	A	0.2	A	0.3	A																
	W Circle Dr at Valleyhigh Dr (Signal)	EB	172	108	249	529			70.9	E	53.5	D	2.9	A	35.3	D	31.8	C	290	110	185			1110	63	129					
		WB	88	224	256	568			59.8	E	49.2	D	3.5	A	30.3	C			295	69	134			1349	97	152					
		NB	259	841	69	1,169			57.2	E	31.1	C	5.6	A	35.5	D			295	149	220	1 %		1129	197	301	3 %		250	21	46
		SB	121	677	160	958			60.1	E	25.6	C	3.1	A	26.4	C			310	103	182			670	160	247					
	37th St at RTC West	EB	4	11		15			3.0	A	0.1	A			0.7	A	3.6	A	65		20											
		WB	17	35	285	337			2.7	A	0.2	A	3.1	A	2.8	A			80		20								585	20	20
		NB		16	54	70					6.3	A	3.0	A	3.7	A								776	28	47					
		SB	143	8	2	153			6.1	A	1.8	A	2.7	A	5.2	A								727	40	62			130	20	20
	37th St at RTC East	EB		395	53	448					0.8	A	0.2	A	0.7	A	2.7	A						800	20	20					
		WB	175	276		451			5.2	A	0.6	A			2.4	A			340	34	71											
		NB	58		440	498			12.1	B			4.0	A	4.9	A			680	29	56							1 %	130	20	66
		SB													0.0	A																
	37th St at SB US 52 Ramp (Signal)	EB		425	411	836					17.3	B	1.0	A	9.4	A	17.0	B						650	93	131			200		20
		WB	525	792		1,317			25.2	C	11.6	B			16.9	B			265	165	**242**			610	115	207					
		NB													0.0	A																
		SB	242	5	79	326			44.8	D	34.4	C	8.8	A	36.1	D								972	198	323			485	36	75
	37th St at NB US 52 Ramp (Signal)	EB	280	387		667			24.3	C	3.8	A			12.0	B	33.1	C	175	67	131	1 %		610	20	55					
		WB		881	227	1,108					43.6	D	14.7	B	37.7	D								405	**339**	**455**	6 %		185	69	**153**
		NB	436	450	531	1,417			51.8	D	49.8	D	21.7	C	39.8	D			820	199	316			800	210	309			820	156	306
		SB													0.0	A																
	37th St at 21st Ave/E Frontage Rd (Signa	EB	26	808	84	918			16.9	B	7.7	A	2.0	A	7.4	A	15.0	B	200	20	34			390	70	128			200	20	20
		WB	74	921	44	1,039			16.6	B	14.7	B	1.8	A	14.3	B			195	41	134	7 %		960	154	307			300	20	20
		NB	113	41	84	238			50.1	D	41.8	D	16.8	B	36.8	D			150	78	**143**	1 %		888	60	137					
		SB	49	56	74	179			44.7	D	29.2	C	14.5	B	27.6	C								686	75	141	2 %		130	39	76
	Watson Ave at RTC South	EB		51	19	70					6.4	A	2.8	A	5.4	A	5.3	A						983	27	50			160	20	38
		WB	215	14		229			6.3	A	7.7	A			6.4	A								1822	50	73					
		NB	7		100	107			4.4	A			2.6	A	2.7	A			380	20	21								190	25	43
		SB													0.0	A																
	Marketplace Dr at E RTC Access	EB	88		119	207			9.7	A			4.1	A	6.3	A	2.6	A	940	29	54								110	26	47
		WB													0.0	A																
		NB	101	191		292			3.7	A	1.4	A			2.2	A			130	20	50											
		SB		240	86	326					0.8	A	0.4	A	0.7	A													170	20	20
	Valleyhigh Dr at Watson Ave	EB													0.0	A	2.6	A														
		WB	110		124	234			13.0	B	0.3	A	6.8	A	9.0	A								543	58	107					
		NB		397	50	447					0.4	A	0.8	A	0.4	A								977		20			305		20
		SB	57	396		453			3.8	A	0.8	A			1.2	A			260	20	37											
	19th St at W Frontage Rd (Signal)	EB	52	798	10	860			20.6	C	12.4	B	9.8	A	12.8	B	15.8	B	100	29	76	7 %		1122	130	240	7 %				
		WB	107	755	165	1,027			16.6	B	9.2	A	8.0	A	9.8	A			110	41	86	1 %		265	76	161	1 %				
		NB	19	50	193	262			33.1	C	41.6	D	14.0	B	20.3	C			225	20	43			888	36	81			445	68	118
		SB	241	48	74	363			44.1	D	32.3	C	13.5	B	36.1	D			250	139	**239**			702	55	142					
	19th St at US 52 Interchange (Signal)	EB	243	421	568	1,232			41.8	D	19.8	B			27.8	C	31.7	C	175	96	**149**			284	97	182	1 %				
		WB	333	358	254	945			43.6	D	20.9	C			31.6	C			555	155	226			812	98	166					
		NB	438		405	843			38.1	D					38.1	D			860	216	337											
		SB	205		231	436			29.8	C					29.8	C			865	103	182											

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B5a
Rochester Tech Campus
2027 Phase 1 Build Conditions - Mitigated
AM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane				Through Lane (s)					Right Turn Lane				
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Left[2] <----	% Block Thru[2] <----	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
AM Peak Hour	W Circle Dr at 41st St (Signal)	EB	17	264	103	384			32.3	C	53.6	D	2.5	A	38.9	D	19.7	B	305	20	34			944	112	176	1 %		170	20	20
		WB	209	161	16	386			37.4	D	31.4	C	10.7	B	33.7	C			290	67	116			1236	47	98					
		NB	82	324	297	703			13.4	B	4.3	A	4.2	A	5.3	A			330	32	71			1197	20	53			325	29	80
		SB	40	467	26	533			18.6	B	15.2	B	2.6	A	14.8	B			270	21	52			922	99	178			270	20	29
	41st St at NW MF Access	EB		581	8	589					2.1	A	2.5	A	2.1	A	1.7	A													
		WB	4	352		356			4.2	A	0.7	A			0.7	A								721	20	20					
		NB	23		10	33			10.1	B			4.0	A	8.2	A								501	20	46					
		SB													0.0	A															
	41st St at 31st Ave/RTC West (Signal)	EB	71	290	223	584			12.0	B	9.1	A	4.9	A	7.9	A	9.5	A	200	30	65			1212	54	100			135	49	91
		WB	27	261	41	329			12.5	B	8.3	A	5.2	A	8.3	A			165	20	46			1336	62	115					
		NB	87	27	49	163			15.3	B	22.5	C	6.1	A	13.6	B			130	34	69			597	24	56					
		SB	83	39	37	159			14.8	B	22.0	C	7.8	A	14.9	B			100	37	73			906	39	81					
	41st St at W Frontage Rd/Marketplace D	EB	26	338	30	394			15.6	B	11.6	B	4.2	A	11.3	B	15.0	B	160	20	42			1336	67	132	4 %		95	20	53
		WB	83	372	229	684			9.7	A	6.5	A	3.0	A	5.7	A			435	23	53			433	44	86			160	30	62
		NB	59	73	84	216			42.6	D	41.8	D	0.7	A	26.7	C			310	42	85			272	48	101			240		
		SB	133	66	32	231			42.9	D	43.7	D	19.7	B	40.0	D			270	50	105			140	45	97					
	41st St at SB US 52 Ramp (Signal)	EB		298	258	556					8.5	A	7.2	A	7.9	A	14.6	B						450	40	94			440	48	119
		WB	263	485		748			17.1	B	5.4	A			9.3	A			220	79	154			576	36	85					
		NB													0.0	A															
		SB	38	363	199	600			33.9	C	37.1	D	9.6	A	27.8	C			290	20	53	1 %		953	183	291	1 %		290	50	93
	41st St at NB US 52 Ramp/E Frontage R	EB	92	244		336			10.6	B	3.2	A			5.1	A	9.3	A	250	36	79			576	20	65					
		WB		516	33	549					9.0	A	6.1	A	8.8	A								345	65	143					
		NB	232	5	113	350			19.1	B	9.5	A	3.1	A	13.8	B			625	40	84			625	73	132			315	28	54
		SB													0.0	A															
	41st St at E Frontage Rd (Signal)	EB	137	196	24	357			5.4	A	1.0	A	0.7	A	2.7	A	5.3	A	320	28	58			318	20	31					
		WB	13	303	44	360			4.3	A	2.2	A	1.0	A	2.1	A			345	20	20			457	30	81			125	20	27
		NB	18	11	9	38			41.6	D	23.8	C	8.3	A	27.2	C			225	20	50			830	20	51					
		SB	32	8	228	268			47.0	D	48.0	D	2.1	A	8.7	A			175	24	69			809	20	31			180	20	39
	Marketplace Dr at SE Target Access	EB	6		11	17			6.4	A			3.0	A	4.1	A	0.7	A	410	20	25								60	20	32
		WB													0.0	A															
		NB	60	192		252			2.5	A	0.3	A			0.8	A			200	20	30										
		SB		107	12	119					0.2	A	0.2	A	0.2	A								510		20					
	Marketplace Dr at Slip Ramp from 37th St	EB			5	5							2.8	A	2.8	A	1.7	A											110	20	22
		WB	11		155	166			4.8	A			3.5	A	3.6	A			60	20	27								390	28	52
		NB		98		98					0.5	A			0.5	A															
		SB		101	5	106					0.2	A	0.1	A	0.2	A															
	W Circle Dr at Valleyhigh Dr (Signal)	EB	159	242	200	601			52.3	D	50.2	D	3.3	A	35.0	D	31.3	C	290	92	158			1110	113	177					
		WB	43	84	104	231			58.7	E	56.5	E	3.1	A	32.9	C			295	36	80			1349	46	92					
		NB	121	440	78	639			61.3	E	34.6	C	5.8	A	35.9	D			295	87	150			1129	135	217			250	25	52
		SB	201	452	126	779			47.7	D	20.0	C	2.6	A	24.1	C			310	143	250			670	97	157					
	37th St at RTC West	EB	2	12		14			2.0	A	0.2	A			0.5	A	3.8	A	65		20										
		WB	67	23	91	181			2.9	A	0.4	A	2.3	A	1.1	A			80	20	20										
		NB		4	15	19					8.0	A	2.7	A	3.3	A								776	20	36					
		SB	292	31	4	327			8.1	A	5.9	A	3.2	A	7.7	A								727	65	105			130	20	23
	37th St at RTC East	EB		221	63	284					0.5	A	0.2	A	0.4	A	2.9	A						800							
		WB	474	453		927			5.9	A	0.6	A			3.2	A			340	56	105			482		20					
		NB	39		97	136			20.1	C	0.4	A	2.5	A	7.1	A			680	26	55										
		SB													0.0	A															
	37th St at SB US 52 Ramp (Signal)	EB		167	149	316					7.2	A	0.7	A	4.1	A	11.5	B						650	20	56			200		
		WB	257	788		1,045			11.1	B	8.3	A			9.0	A			265	44	99			610	75	176					
		NB													0.0	A															
		SB	125		305	430			42.4	D	0.5	A	15.1	B	22.4	C								972	77	159			485	103	208
	37th St at NB US 52 Ramp (Signal)	EB	58	234		292			18.6	B	5.8	A			7.9	A	18.3	B	175	20	47			610	20	57					
		WB		571	134	705					13.9	B	4.3	A	12.1	B								405	115	205			185	20	48
		NB	474	329	353	1,156			33.8	C	29.8	C	8.1	A	24.9	C			820	129	217			800	115	189			820	66	123
		SB													0.0	A															
	37th St at 21st Ave/E Frontage Rd (Signa	EB	13	548	26	587			7.6	A	2.3	A	0.9	A	2.3	A	5.1	A	200	20	20			390	20	54			200		20
		WB	26	669	22	717			6.3	A	3.0	A	0.9	A	3.1	A			195	20	31			960	38	95			300	20	20
		NB	36	9	15	60			53.0	D	49.4	D	7.6	A	40.2	D			200	30	76			888	20	36					
		SB	15	8		23			44.8	D	13.4	B			24.6	C								686	21	58					
	Watson Ave at RTC South	EB		18	10	28					6.0	A	2.5	A	4.8	A	3.1	A						983	20	40			160	20	31
		WB	82	56		138			5.8	A	1.8	A			2.7	A								1822	41	67					
		NB	21		221	242			4.3	A	0.0	A	3.3	A	3.4	A			380	20	34								190	38	62
		SB													0.0	A															
	Marketplace Dr at E RTC Access	EB	17		22	39			5.1	A			2.1	A	3.4	A	1.0	A	940	20	30								110	20	22
		WB													0.0	A															
		NB	35	83		118			1.6	A	0.6	A			0.9	A			130	20	20										
		SB		84	34	118					0.3	A	0.2	A	0.3	A															
	Valleyhigh Dr at Watson Ave	EB													0.0	A	1.7	A													
		WB	39		28	67			11.9	B	0.1	A	3.4	A	7.8	A								543	25	49					
		NB		394	119	513					0.5	A	1.0	A	0.6	A													305	20	20
		SB	123	261		384			5.0	A	0.7	A			2.0	A			260	27	59										
	19th St at W Frontage Rd (Signal)	EB	22	551	10	583			16.4	B	5.9	A	3.2	A	6.2	A	9.8	A	100	20	36	1 %		1122	53	124	1 %				
		WB	143	809	94	1,046			11.6	B	6.2	A	5.9	A	6.9	A			110	37	83			265	49	120					
		NB	8	14	71	93			38.3	D	48.3	D	5.9	A	15.8	B			225	20	30			888	20	48			445	31	57
		SB	107	31	25	163			42.8	D	39.5	D	13.2	B	37.3	D			250	62	123			702	22	63					
	19th St at US 52 Interchange (Signal)	EB	105	333	291	729			44.4	D	23.6	C			28.5	C	30.8	C	175	53	94			284	81	145	1 %				
		WB	335	382	201	918			38.6	D	19.1	B			28.4	C			555	153	237			812	108	181					
		NB	420		446	866			34.2	C					34.2	C			860	202	332										
		SB	368		244	612			34.3	C					34.3	C			865	183	307										

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B5b
Rochester Tech Campus
2027 Phase 1 Build Conditions - Mitigated
PM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane				Through Lane (s)					Right Turn Lane				
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Left[2] <----	% Block Thru[2] ---->	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
PM Peak Hour	W Circle Dr at 41st St (Signal)	EB	30	236	100	366			50.3	D	56.5	E	2.4	A	41.5	D	24.5	C	305	21	54			944	110	164			170	20	20
		WB	401	364	39	804			43.7	D	34.6	C	26.5	C	38.7	D			290	139	219			1236	123	200					
		NB	239	626	404	1,269			21.1	C	8.6	A	5.8	A	10.0	B			330	85	161			1197	47	103			325	36	71
		SB	50	451	34	535			33.2	C	25.7	C	4.9	A	25.1	C			270	35	83			922	129	207			270	20	35
	41st St at NW MF Access	EB		642	22	664					2.0	A	1.8	A	2.0	A	1.8	A														
		WB	5	770		775			6.4	A	1.2	A			1.2	A								721	20	37					
		NB	13		8	21			19.0	C			4.1	A	13.4	B								501	20	44					
		SB													0.0	A																
	41st St at 31st Ave/RTC West (Signal)	EB	49	528	87	664			21.2	C	12.9	B	4.2	A	12.3	B	13.9	B	200	27	57			1212	92	159	2 %		135	28	57
		WB	52	466	62	580			21.2	C	13.8	B	8.9	A	13.9	B			165	32	72	2 %		1336	107	189	2 %				
		NB	192	54	56	302			15.7	B	18.5	B	10.4	B	15.4	B			130	66	**124**			597	42	86					
		SB	130	36	89	255			16.4	B	28.3	C	10.7	B	16.2	B			100	56	**99**	2 %		906	56	112					
	41st St at W Frontage Rd/Marketplace D	EB	69	706	71	846			23.3	C	35.5	D	13.9	B	32.7	C	28.7	C	160	42	117	12 %		1336	216	368	39 %		95	66	**171**
		WB	201	363	225	789			29.4	C	24.9	C	6.1	A	20.8	C			435	92	155			433	95	154	1 %		160	51	92
		NB	102	157	389	648			44.1	D	47.9	D	1.5	A	19.9	B			310	71	132			272	112	194			260	20	50
		SB	386	151	49	586			45.2	D	44.7	D	29.1	C	43.7	D			270	162	**282**	5 %		140	**115**	**219**					
	41st St at SB US 52 Ramp (Signal)	EB		824	656	1,480					26.9	C	17.5	B	22.8	C	19.8	B						450	203	**408**			440	185	**376**
		WB	336	602		938			18.4	B	5.3	A			9.8	A			220	117	**209**			576	55	135					
		NB													0.0	A																
		SB	72	172	187	431			48.8	D	49.4	D	10.2	B	31.8	C			290	47	98			953	109	203			290	52	100
	41st St at NB US 52 Ramp/E Frontage R	EB	258	638		896			19.6	B	11.4	B			13.8	B	17.1	B	250	109	207	1 %		576	152	276					
		WB		713	112	825					19.1	B	14.0	B	18.4	B								345	143	254					
		NB	225	15	230	470			30.5	C	28.6	C	10.9	B	20.7	C			625	80	139			625	109	175			315	107	175
		SB													0.0	A																
	41st St at E Frontage Rd (Signal)	EB	293	467	108	868			14.8	B	7.0	A	3.6	A	9.2	A	15.7	B	320	100	172			318	75	140					
		WB	36	367	49	452			17.3	B	15.2	B	3.1	A	14.1	B			345	20	42	9 %		457	131	236	9 %		125	21	91
		NB	127	52	53	232			42.5	D	49.5	D	20.6	C	39.3	D			225	72	132			830	77	138					
		SB	100	62	331	493			43.9	D	48.5	D	4.1	A	17.8	B			175	68	126			809	52	105			180	40	129
	Marketplace Dr at SE Target Access	EB	52		62	114			16.2	C			3.4	A	8.7	A	1.7	A	410	29	63								60	29	**53**
		WB													0.0	A																
		NB	265	476		741			2.6	A	0.7	A			1.4	A			200	20	39											
		SB		48		48					0.3	A			0.3	A																
	Marketplace Dr at Slip Ramp from 37th St	EB			8	8							3.8	A	3.8	A	5.4	A											110	20	27
		WB	22		398	420			12.2	B	4.9	A	12.0	B	12.0	B			60	25	**77**							23 %	390	107	187
		NB		295		295					1.4	A			1.4	A																
		SB		304	5	309					0.3	A	0.1	A	0.3	A																
	W Circle Dr at Valleyhigh Dr (Signal)	EB	172	108	249	529			70.3	E	51.2	D	3.0	A	34.3	C	32.1	C	290	105	172			1110	61	115					
		WB	88	224	256	568			59.9	E	50.6	D	3.5	A	31.0	C			295	69	135			1349	100	153					
		NB	259	841	69	1,169			58.7	E	32.2	C	5.5	A	36.4	D			295	145	211	1 %		1129	206	302	3 %		250	20	47
		SB	121	677	160	958			60.3	E	25.7	C	3.1	A	26.6	C			310	103	185			670	161	253					
	37th St at RTC West	EB	4	11		15			2.2	A	0.2	A			0.7	A	3.7	A														
		WB	17	35	285	337			2.7	A	0.3	A	3.2	A	2.9	A			80		20											
		NB		16	54	70					6.7	A	2.9	A	3.7	A								776	27	46					
		SB	143	8	2	153			6.2	A	1.8	A	3.1	A	5.4	A								727	41	65			130	20	20
	37th St at RTC East	EB		395	53	448					0.8	A	0.2	A	0.7	A	2.7	A						800	20	20					
		WB	175	276		451			5.4	A	0.6	A			2.3	A			340	35	78											
		NB	58		440	498			12.7	B			4.0	A	5.0	A			680	30	60							1 %	130	20	79
		SB													0.0	A																
	37th St at SB US 52 Ramp (Signal)	EB		425	411	836					17.5	B	1.0	A	9.4	A	16.5	B						650	94	130			200	20	20
		WB	525	792		1,317			24.3	C	10.8	B			16.0	B			265	159	**240**			610	115	214					
		NB													0.0	A																
		SB	242	5	79	326			45.0	D	38.3	D	9.2	A	36.5	D								972	196	312			485	38	73
	37th St at NB US 52 Ramp (Signal)	EB	280	387		667			23.3	C	3.6	A			11.6	B	29.6	C	175	63	119			610	20	47					
		WB		881	227	1,108					31.6	C	9.5	A	27.1	C								405	261	**413**	2 %		185	48	113
		NB	436	450	531	1,417			52.7	D	49.3	D	22.2	C	40.3	D			820	211	340			800	214	308			820	155	315
		SB													0.0	A																
	37th St at 21st Ave/E Frontage Rd (Signa	EB	26	808	84	918			13.1	B	8.8	A	2.2	A	8.3	A	13.5	B	200	20	29			390	91	158			200	20	22
		WB	74	921	44	1,039			13.5	B	9.6	A	2.0	A	9.6	A			195	30	72	2 %		960	120	233			300	20	20
		NB	113	41	84	238			64.9	E	45.1	D	21.5	C	45.9	D			200	81	151	1 %		888	68	205					
		SB	49	56	74	179			31.6	C	20.6	C	10.5	B	19.3	B								686	67	122	1 %		130	37	74
	Watson Ave at RTC South	EB		51	19	70					6.4	A	2.6	A	5.4	A	5.2	A						983	26	51			160	20	39
		WB	215	14		229			6.2	A	7.6	A			6.3	A								1822	49	72					
		NB	7		100	107			4.2	A			2.6	A	2.7	A			380	20	20								190	26	43
		SB													0.0	A																
	Marketplace Dr at E RTC Access	EB	88		119	207			10.0	B			4.0	A	6.5	A	2.7	A	940	30	54								110	24	44
		WB													0.0	A																
		NB	101	191		292			3.8	A	1.5	A			2.3	A			130	22	50											
		SB		240	86	326					0.8	A	0.5	A	0.7	A													170	20	20
	Valleyhigh Dr at Watson Ave	EB													0.0	A	2.7	A														
		WB	110		124	234			13.4	B	0.3	A	6.8	A	9.2	A								543	56	104					
		NB		397	50	447					0.5	A	0.8	A	0.5	A													305		20
		SB	57	396		453			4.2	A	0.8	A			1.2	A			260	20	41											
	19th St at W Frontage Rd (Signal)	EB	52	798	10	860			21.3	C	12.0	B	12.2	B	12.6	B	16.0	B	100	34	84	8 %		1122	125	229	8 %				
		WB	107	755	165	1,027			17.1	B	9.6	A	8.7	A	10.2	B			110	41	86	2 %		265	78	165	2 %				
		NB	19	50	193	262			30.4	C	43.2	D	13.4	B	20.8	C			225	20	44			888	41	87			445	64	109
		SB	241	48	74	363			45.1	D	33.7	C	13.1	B	37.3	D			250	142	**238**			702	52	147					
	19th St at US 52 Interchange (Signal)	EB	243	421	568	1,232			42.0	D	20.4	C			28.2	C	31.8	C	175	98	**153**			284	96	169	1 %				
		WB	333	358	254	945			43.4	D	21.5	C			31.8	C			555	153	231			812	102	175					
		NB	438		405	843			37.4	D					37.4	D			860	221	336											
		SB	205		231	436			29.5	C					29.5	C			865	103	182											

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B6a
Rochester Tech Campus
2028 Phase 2 Build Conditions
AM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)											
																			Left Turn Lane				Through Lane (s)					Right Turn Lane			
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Thru [2] ---->	% Block Left [2] <----	Link Length (feet)	Avg. Queue (feet) [1]	95th% Queue (feet) [1]	% Block Right [2] ---->	% Block Thru [2] <----	Storage (feet) [3]	Avg. Queue (feet) [1]	95th% Queue (feet) [1]
AM Peak Hour	W Circle Dr at 41st St (Signal)	EB	16	242	118	376			48.4	D	51.2	D	2.5	A	35.8	D	17.9	B	305	20	36			944	104	166			170	20	21
		WB	45	123	16	184			42.0	D	38.7	D	16.6	B	37.5	D			290	20	49			1236	41	90					
		NB	110	326	99	535			12.2	B	2.8	A	1.6	A	4.5	A			330	36	82			1197	20	37			325	20	31
		SB	40	467	26	533			13.2	B	11.7	B	2.1	A	11.3	B			270	20	49			922	86	163			270	20	26
	41st St at NW MF Access	EB		361	4	365					2.5	A	2.5	A	2.5	A	2.0	A						1236		20					
		WB	4	157		161			3.8	A	0.4	A			0.5	A								721	20	20					
		NB	12		10	22			8.0	A			3.6	A	5.6	A								501	20	41					
		SB													0.0	A															
	41st St at 31st Ave/RTC West (Signal)	EB	65	151	146	362			10.9	B	8.4	A	4.9	A	7.4	A	8.6	A	200	26	63			1212	30	71			135	42	90
		WB	42	134	41	217			11.5	B	6.2	A	3.9	A	6.6	A			165	22	54			1336	36	74					
		NB	27	35	61	123			14.5	B	19.1	B	5.8	A	11.5	B			130	20	37			597	30	66					
		SB	83	49	28	160			14.3	B	16.0	B	5.6	A	13.2	B			100	39	76			906	35	68					
	41st St at W Frontage Rd/Marketplace D	EB	26	207	42	275			16.5	B	11.8	B	3.6	A	11.0	B	16.3	B	160	20	41			1336	39	87	1 %		95	20	45
		WB	97	229	230	556			10.5	B	7.0	A	3.0	A	6.0	A			435	27	63			433	31	72			160	32	63
		NB	61	78	92	231			40.7	D	38.5	D	0.8	A	25.1	C			310	42	90			272	48	99			240		
		SB	134	68	32	234			41.5	D	43.6	D	17.1	B	38.9	D			270	51	109			140	49	**106**					
	41st St at SB US 52 Ramp (Signal)	EB		291	144	435					9.2	A	4.3	A	7.6	A	15.5	B						450	48	122			440	20	51
		WB	266	349		615			19.4	B	6.8	A			11.9	B			220	89	171			576	36	88					
		NB													0.0	A															
		SB	38	378	207	623			31.9	C	33.8	C	7.8	A	25.1	C			290	20	54		2 %	953	177	296	2 %		290	53	147
	41st St at NB US 52 Ramp/E Frontage R	EB	88	241		329			11.0	B	2.7	A			4.7	A	8.1	A	250	34	78			576	20	60					
		WB		517	33	550					7.9	A	5.2	A	7.7	A								345	57	138					
		NB	98	5	113	216			22.1	C	11.4	B	5.2	A	12.7	B			625	20	55			625	34	78			315	39	73
		SB													0.0	A															
	41st St at E Frontage Rd (Signal)	EB	137	196	21	354			5.8	A	0.9	A	0.6	A	2.8	A	5.2	A	320	33	71			318	20	27					
		WB	13	305	44	362			5.0	A	2.2	A	0.9	A	2.1	A			345	20	20			457	28	78			125	20	25
		NB	18	11	9	38			50.1	D	21.7	C	11.8	B	29.2	C			225	20	48			830	20	54					
		SB	32	8	227	267			45.7	D	47.4	D	2.0	A	8.5	A			175	26	66			809	20	30			180	20	27
	Marketplace Dr at SE Target Access	EB	6		11	17			5.5	A			3.0	A	3.7	A	0.6	A	410	20	22								60	20	34
		WB													0.0	A															
		NB	55	203		258			2.5	A	0.3	A			0.7	A			200	20	29										
		SB		125	12	137					0.3	A	0.2	A	0.3	A															
	Marketplace Dr at Slip Ramp from 37th S	EB			5	5							3.5	A	3.5	A	1.6	A											110	20	23
		WB	11		155	166			5.3	A			3.5	A	3.6	A			60	20	24								390	27	52
		NB		104		104					0.5	A			0.5	A															
		SB		119	5	124					0.3	A	0.1	A	0.3	A															
	W Circle Dr at Valleyhigh Dr (Signal)	EB	56	399	211	666			57.5	E	46.5	D	3.5	A	34.1	C	30.5	C	290	40	92			1110	138	221					
		WB	60	242	54	356			61.6	E	34.2	C	1.9	A	34.3	C			295	50	104			1321	83	152					
		NB	129	425	96	650			59.8	E	33.8	C	7.0	A	35.1	D			295	88	151			1129	129	209			250	27	58
		SB	147	437	46	630			36.5	D	15.7	B	2.2	A	19.5	B			310	99	180			670	78	138					
	Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	186		378	564			4.4	A			6.0	A	5.5	A	5.6	A	525		20								525		40
		WB													0.0	A															
		NB	255	73		328			5.5	A	3.8	A			5.1	A								173		30					
		SB		71	188	259					6.5	A			6.5	A								1030		35					
	37th St at RTC West	EB	34	202	23	259			4.1	A	1.7	A	1.2	A	2.0	A	3.6	A	65	20	25			1294	20	20					
		WB	67	197	50	314			4.0	A	0.6	A	2.0	A	1.1	A			80	20	40										
		NB	4	2	15	21			9.3	A	11.2	B	4.0	A	5.7	A								778	20	38					
		SB	229	14	36	279			11.8	B	5.3	A	4.0	A	10.2	B			130	65	**114**			727	29	62					
	37th St at RTC East	EB		340	42	382					0.5	A	0.2	A	0.5	A	3.1	A						800	20	20					
		WB	517	592		1,109			7.8	A	0.9	A			4.0	A			340	75	148			482	20	84					
		NB	7		176	183			36.5	E	0.1	A	2.7	A	3.9	A			680	20	28										
		SB													0.0	A															
	37th St at SB US 52 Ramp (Signal)	EB		350	166	516					3.9	A	0.1	A	2.7	A	8.5	A						650	20	63			200		
		WB	254	950		1,204			9.6	A	5.7	A			6.5	A			265	33	79			610	44	135					
		NB													0.0	A															
		SB	29		325	354			61.0	E	0.2	A	19.3	B	21.8	C								972	29	70			635	89	157
	37th St at NB US 52 Ramp (Signal)	EB	112	267		379			18.9	B	9.5	A			12.0	B	19.9	B	175	31	67			610	40	84					
		WB		718	15	733					16.5	B	3.4	A	16.2	B								405	135	232			185	20	20
		NB	486	312	353	1,151			35.0	D	27.4	C	9.3	A	25.1	C			820	139	225			800	108	169			820	71	133
		SB													0.0	A															
	37th St at 21st Ave/E Frontage Rd (Sign	EB	13	581	26	620			8.3	A	3.0	A	1.3	A	3.0	A	6.1	A	200	20	20			390	26	68			200	20	20
		WB	26	675	22	723			6.9	A	3.5	A	1.0	A	3.5	A			195	20	31			960	49	111			300	20	20
		NB	58	9	14	81			48.4	D	42.3	D	9.5	A	41.3	D			200	45	94			888	20	37					
		SB	15	8		23			43.5	D	14.0	B			23.2	C								686	21	56					
	Watson Ave at RTC South	EB		14	13	27					5.9	A	2.5	A	4.5	A	2.7	A						983	20	38			160	20	33
		WB	66	47		113			5.3	A	1.5	A			2.2	A								1822	38	59					
		NB	24		192	216			4.3	A	0.2	A	3.2	A	3.3	A			380	20	34								190	37	60
		SB													0.0	A															
	RTC East at RTC South (Roundabout) (HCS)	EB	95	16		111					3.6	A			3.6	A	4.9	A						1822		20					
		WB		16	9	25					3.5	A			3.5	A								467		20					
		NB		81		81					3.7	A			3.7	A								421		20					
		SB	13	43	325	381					5.6	A			5.6	A								209		40					
	Marketplace Dr at E RTC Access	EB	17		22	39			5.7	A			2.3	A	3.8	A	1.1	A	940	20	29								110	20	23
		WB													0.0	A															
		NB	35	88		123			1.9	A	0.7	A			1.0	A			130	20	22										
		SB		102	34	136					0.4	A	0.2	A	0.4	A													170		20
	Valleyhigh Dr at Watson Ave	EB													0.0	A	2.4	A													
		WB	52		83	135			15.6	C	0.1	A	5.6	A	8.9	A								543	37	76					
		NB		452	98	550					0.7	A	1.1	A	0.8	A													305	20	20
		SB	159	297		456			5.8	A	0.8	A			2.4	A			260	34	69										
	Marketplace Dr at SE MF Access	EB	32		95	127			5.7	A			3.0	A	3.7	A	1.8	A						321	31	57					
		WB													0.0	A															
		NB	78	91		169			1.6	A	0.4	A			1.0	A			130	20	31										
		SB		77	47	124					0.9	A	0.8	A	0.9	A													170		20
	19th St at W Frontage Rd (Signal)	EB	27	550	10	587			16.2	B	6.3	A	4.0	A	6.7	A	13.1	B	100	20	40		1 %	1122	64	147	1 %				
		WB	143	807	140	1,090			12.0	B	6.5	A	6.3	A	7.1	A			110	38	83			265	56	131					
		NB	7	14	72	93			47.3	D	53.7	D	7.3	A	16.0	B			225	20	27			888	20	39			445	33	59
		SB	180	31	30	241			64.9	E	38.7	D	12.7	B	54.7	D			250	122	**237**			702	34	126					
	19th St at US 52 Interchange (Signal)	EB	105	333	364	802			46.6	D	25.9	C			30.8	C	31.0	C	175	56	94			284	92	170	2 %				
		WB	335	382	202	919			38.8	D	19.8	B			28.7	C			555	146	230			812	109	189					
		NB	464		447	911			33.7	C					33.7	C			620	213	333										
		SB	370		244	614			32.1	C					32.1	C			865	177	304										

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B6b
Rochester Tech Campus
2028 Phase 2 Build Conditions bv
PM Peak Hour

Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)															
																		Left Turn Lane					Through Lane (s)					Right Turn Lane				
		L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ---->	% Block Left[2] <----	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]		
PM Peak Hour																																	
W Circle Dr at 41st St (Signal)	EB	26	203	128	357			50.8	D	51.5	D	2.3	A	34.5	C	21.7	C	305	20	51			944	93	151			170		20			
	WB	197	326	39	562			39.8	D	37.0	D	24.3	C	37.1	D			290	69	123			1236	110	175								
	NB	266	623	179	1,068			20.0	C	6.4	A	3.0	A	9.2	A			330	96	185			1197	37	93			325	20	37			
	SB	50	455	36	541			28.2	C	22.5	C	3.8	A	21.8	C			270	30	71			922	124	209			270	20	32			
41st St at NW MF Access	EB		387	11	398					1.9	A	2.1	A	1.9	A	1.4	A						1236		20							
	WB	5	527		532			4.7	A	0.9	A			0.9	A								721	20	20							
	NB	6		8	14			10.6	B			3.4	A	6.5	A								501	20	33							
	SB													0.0	A																	
41st St at 31st Ave/RTC West (Signal)	EB	36	317	52	405			16.9	B	11.2	B	3.7	A	10.7	B	11.6	B	200	20	48			1212	60	108			135	20	47			
	WB	66	327	62	455			17.2	B	12.0	B	6.0	A	11.9	B			165	35	79			1336	73	131								
	NB	93	65	74	232			12.6	B	12.8	B	7.6	A	11.3	B			130	31	67		1 %	597	45	94								
	SB	130	49	79	258			13.5	B	19.4	B	7.7	A	12.9	B			100	50	88		1 %	906	50	94								
41st St at W Frontage Rd/Marketplace Dr	EB	69	501	92	662			22.1	C	28.9	C	7.2	A	25.1	C	25.5	C	160	34	79		4 %	1336	132	234	20 %		95	49	132			
	WB	226	207	225	658			24.0	C	16.7	B	4.7	A	14.9	B			435	84	148			433	45	88			160	43	79			
	NB	111	160	415	686			47.8	D	47.2	D	1.6	A	19.8	B			310	80	152		5 %	272	109	192			145	20	48			
	SB	388	157	49	594			44.5	D	47.4	D	33.3	C	44.4	D			270	167	327		8 %	140	122	229								
41st St at SB US 52 Ramp (Signal)	EB		823	480	1,303					34.5	C	12.0	B	26.3	C	23.0	C						450	253	419			440	129	313			
	WB	340	452		792			19.7	B	7.0	A			12.3	B			220	130	231			576	59	164								
	NB													0.0	A																	
	SB	72	209	200	481			46.0	D	48.2	D	8.8	A	31.8	C			290	46	102			953	132	249			290	49	103			
41st St at NB US 52 Ramp/E Frontage Rd	EB	258	637		895			21.4	C	12.1	B			14.8	B	16.8	B	250	117	221		1 %	576	149	279								
	WB		714	112	826					19.2	B	13.7	B	18.5	B								345	144	258								
	NB	78	15	230	323			23.3	C	22.8	C	15.6	B	17.7	B			625	31	73			625	52	105			315	152	245			
	SB													0.0	A																	
41st St at E Frontage Rd (Signal)	EB	293	471	103	867			14.1	B	7.6	A	3.8	A	9.3	A	15.8	B	320	105	179			318	85	148								
	WB	36	370	47	453			18.5	B	15.0	B	3.2	A	14.1	B			345	20	49		8 %	457	125	226	8 %		125	20	73			
	NB	127	52	53	232			44.9	D	51.3	D	21.2	C	41.0	D			225	74	129			830	73	139								
	SB	100	62	329	491			43.2	D	53.3	D	4.1	A	18.2	B			175	68	122			809	52	102			180	41	127			
Marketplace Dr at SE Target Access	EB	52		62	114			35.8	E			5.5	A	19.7	C	3.2	A	410	39	88								60	31	65			
	WB													0.0	A																	
	NB	267	514		781			5.0	A	0.7	A			2.2	A			200	46	85													
	SB		337	37	374					0.9	A	0.7	A	0.9	A								510	20	20								
Marketplace Dr at Slip Ramp from 37th St	EB			8	8							5.0	A	5.0	A	5.2	A											110	20	29			
	WB	22		399	421			10.6	B	1.7	A	12.3	B	12.2	B			60	20	64							24 %	390	102	178			
	NB		334		334					1.5	A			1.5	A																	
	SB		343	5	348					0.6	A	0.4	A	0.6	A																	
W Circle Dr at Valleyhigh Dr (Signal)	EB	87	273	264	624			61.5	E	45.3	D	3.4	A	29.4	C	31.0	C	290	53	101			1110	95	159								
	WB	106	414	158	678			59.6	E	40.6	D	2.5	A	34.7	C			295	85	150			1321	130	201								
	NB	274	823	87	1,184			53.7	D	27.6	C	5.9	A	32.0	C			295	144	213		1 %	1129	195	293	1 %		250	23	52			
	SB	75	661	44	780			54.4	D	26.0	C	2.9	A	27.5	C			310	66	130			670	165	252								
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	210		340	550			4.6	A			5.7	A	5.3	A	7.1	A	525		20								525		35			
	WB													0.0	A																	
	NB	445	75		520			7.9	A	3.8	A			7.3	A					60			173		60								
	SB		90	226	316					9.9	A			9.9	A					60			1030		60								
37th St at RTC West	EB	65	218	5	288			4.7	A	1.6	A	0.8	A	2.3	A	3.3	A	65	20	42			1294		20								
	WB	16	266	196	478			3.7	A	0.9	A	2.7	A	1.8	A			80	20	20								585		20			
	NB	19	7	51	77			9.2	A	8.9	A	4.4	A	6.0	A								778	31	54								
	SB	123	3	33	159			10.2	B	2.2	A	4.5	A	8.4	A			130	46	75			727	22	49								
37th St at RTC East	EB		563	32	595					0.7	A	0.1	A	0.7	A	3.5	A						800	20	20								
	WB	261	421		682			7.0	A	0.8	A			3.1	A			340	52	98			482	20	20								
	NB	33		493	526			25.1	D			5.8	A	7.0	A			680	35	129							5 %	130	39	164			
	SB													0.0	A																	
37th St at SB US 52 Ramp (Signal)	EB		631	425	1,056					14.7	B	0.2	A	8.8	A	12.0	B						650	81	113			200					
	WB	517	983		1,500			19.8	B	8.5	A			12.3	B			265	104	170			610	107	200								
	NB													0.0	A																	
	SB	96	5	120	221			41.9	D	12.7	B	9.3	A	23.4	C								972	102	192			635	41	82			
37th St at NB US 52 Ramp (Signal)	EB	317	410		727			23.6	C	7.3	A			13.9	B	30.7	C	175	71	124			610	45	106								
	WB		1057	95	1,152					36.8	D	8.4	A	34.4	C								405	278	411	19 %		185	52	202			
	NB	443	431	531	1,405			50.7	D	43.2	D	19.7	B	36.8	D			820	189	284			800	166	234			820	142	266			
	SB													0.0	A																	
37th St at 21st Ave/E Frontage Rd (Signal	EB	26	832	83	941			16.3	B	11.8	B	3.3	A	11.2	B	16.1	B	200	20	30		1 %	390	125	211	1 %		200	20	26			
	WB	75	942	44	1,061			13.4	B	10.2	B	2.0	A	10.1	B			195	29	61		1 %	960	125	212			300	20	22			
	NB	136	41	85	262			71.7	E	50.5	D	24.3	C	52.5	D			200	103	176		1 %	888	85	280								
	SB	49	56	74	179			34.0	C	24.1	C	10.7	B	21.6	C								686	73	140	2 %		130	37	74			
Watson Ave at RTC South	EB		39	20	59					6.1	A	2.8	A	5.0	A	4.9	A						983	25	47			160	20	41			
	WB	178	12		190			5.8	A	6.9	A			5.9	A								1822	45	68								
	NB	8		80	88			4.4	A	0.0	A	2.5	A	2.6	A			380	20	22								190	24	41			
	SB													0.0	A																	
RTC East at RTC South (Roundabout) (HCS)	EB	260	42		302					5.8	A			5.8	A	5.1	A						1822		35								
	WB		41	43	84					4.8	A			4.8	A								467		20								
	NB		79		79					4.8	A			4.8	A								421		20								
	SB	39	104	96	239					4.5	A			4.5	A								209		25								
Marketplace Dr at E RTC Access	EB	85		116	201			11.3	B			4.2	A	7.2	A	2.8	A	940	31	58								110	27	50			
	WB													0.0	A																	
	NB	99	232		331			4.0	A	1.6	A			2.3	A			130	23	51													
	SB		280	85	365					0.9	A	0.5	A	0.8	A													170		20			
Watson Ave at Internal Roadway	EB													0.0	A	1.3	A																
	WB	75			75			6.4	A	0.5	A			4.6	A								2577	34	58								
	NB		88	101	189					0.8	A	0.4	A	0.6	A																		
	SB		198		198					0.2	A			0.2	A																		
Internal Roadway at Internal Roadway	EB		35	69	104					1.0	A	0.4	A	0.6	A	1.3	A						558		20								
	WB	37	38		75			2.5	A	0.3	A			0.6	A								781	20	24								
	NB	41		36	77			5.9	A	0.5	A	3.7	A	3.8	A								2577	34	56								
	SB													0.0	A																		
Valleyhigh Dr at Watson Ave	EB													0.0	A	3.3	A																
	WB	99		174	273			16.8	C	0.3	A	8.6	A	10.7	B								543	66	129								
	NB		435	69	504					0.7	A	0.8	A	0.7	A													305	20	20			
	SB	120	448		568			5.0	A	0.8	A			1.7	A			260	27	58													
19th St at W Frontage Rd (Signal)	EB	67	787	10	864			24.6	C	14.8	B	12.4	B	15.5	B	22.8	C	100	38	88		9 %	1122	142	250	9 %							
	WB	107	743	268	1,118			17.6	B	11.5	B	10.4	B	11.8	B			110	41	86		3 %	265	107	213	3 %							
	NB	18	50	194	262			33.8	C	42.2	D	15.0	B	21.5	C			225	20	36			888	39	80			445	69	124			
	SB	323	48	89	460			80.1	F	41.2	D	21.9	C	64.9	E			250	230	398			702	154	473								
19th St at US 52 Interchange (Signal)	EB	243	422	639	1,304			44.5	D	22.8	C			30.6	C	33.2	C	175	97	150			284	105	189	2 %							
	WB	334	358	255	947			44.8	D	23.8	C			34.0	C			555	161	230			812	96	170								
	NB	528		406	934			35.6	D					35.6	D			620	247	375													
	SB	206		232	438			26.6	C					26.6	C			865	98	174													

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B7a
Rochester Tech Campus
2028 Phase 2 Build Conditions - Mitigated
AM Peak Hour

Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)															
																		Left Turn Lane					Through Lane (s)						Right Turn Lane				
		L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ---->	% Block Left[2] <----	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)	95th% Queue (feet)[1]			
AM Peak Hour																																	
W Circle Dr at 41st St (Signal)	EB	16	242	118	376			41.0	D	43.1	D	2.4	A	30.7	C	23.3	C	305	20	36			944	98	158			170	20	20			
	WB	45	123	16	184			37.6	D	32.8	C	12.5	B	31.9	C			290	20	46			1236	38	78								
	NB	110	326	99	535			63.5	E	6.0	A	2.0	A	17.0	B			330	81	157			1197	29	78			325	20	37			
	SB	40	467	26	533			57.3	E	19.0	B	2.9	A	21.2	C			270	37	85			922	116	189			270	20	31			
41st St at NW MF Access	EB		361	4	365					2.4	A	3.4	A	2.4	A	1.9	A						1236		20							
	WB	4	157		161			3.6	A	0.3	A			0.4	A								721	20	20							
	NB	12		10	22			7.3	A			3.7	A	5.4	A								501	20	42							
	SB													0.0	A																	
41st St at 31st Ave/RTC West (Signal)	EB	65	151	146	362			11.5	B	8.5	A	4.4	A	7.4	A	8.8	A	200	29	68			1212	34	76			135	40	82			
	WB	42	134	41	217			12.7	B	6.2	A	4.5	A	6.9	A			165	22	57			1336	36	73								
	NB	27	35	61	123			13.7	B	20.3	C	5.5	A	11.9	B			130	20	37			597	29	63								
	SB	83	49	28	160			14.8	B	15.6	B	5.9	A	13.4	B			100	39	77			906	37	70								
41st St at W Frontage Rd/Marketplace Dr	EB	26	207	42	275			13.9	B	12.2	B	3.8	A	11.1	B	15.3	B	160	20	38			1336	38	85	1 %		95	20	44			
	WB	97	229	230	556			10.9	B	6.8	A	3.5	A	6.1	A			420	27	62			420	31	69			160	38	77			
	NB	61	78	92	231			43.3	D	36.7	D	0.8	A	24.8	C			310	40	86			272	49	97			240					
	SB	134	68	32	234			36.5	D	39.3	D	17.1	B	34.5	C			270	44	93		1 %	140	46	104								
41st St at SB US 52 Ramp (Signal)	EB		291	144	435					9.3	A	3.9	A	7.5	A	14.3	B						450	38	99			440	20	37			
	WB	266	349		615			14.5	B	5.7	A			9.1	A			220	71	136			576	39	94								
	NB													0.0	A																	
	SB	38	378	207	623			32.1	C	32.7	C	7.9	A	24.5	C			290	20	45			951	136	219			290	48	89			
41st St at NB US 52 Ramp/E Frontage Rd	EB	88	241		329			10.9	B	3.8	A			5.6	A	11.6	B	250	34	77			576	23	61								
	WB		517	33	550					8.2	A	5.4	A	8.0	A								345	60	149								
	NB	98	5	113	216			47.7	D	15.2	B	6.2	A	25.0	C			625	25	63			625	42	86			315	45	94			
	SB													0.0	A																	
41st St at E Frontage Rd (Signal)	EB	137	196	21	354			5.5	A	1.1	A	0.6	A	2.7	A	5.5	A	320	30	64			318	20	30								
	WB	13	305	44	362			4.8	A	3.0	A	1.1	A	2.8	A			345	20	20			457	34	97			125	20	28			
	NB	18	11	9	38			44.8	D	22.7	C	9.1	A	28.0	C			225	20	52			830	20	51								
	SB	32	8	227	267			43.9	D	53.3	D	2.0	A	8.5	A			175	26	68			809	20	28			180	20	34			
Marketplace Dr at SE Target Access	EB	6		11	17			6.8	A			2.9	A	4.4	A	0.6	A	410	20	24								60	20	30			
	WB													0.0	A																	
	NB	55	203		258			2.5	A	0.3	A			0.7	A			200	20	29													
	SB		125	12	137					0.3	A	0.2	A	0.3	A								510		20								
Marketplace Dr at Slip Ramp from 37th St	EB			5	5							3.3	A	3.3	A	1.7	A											110	20	22			
	WB	11		155	166			5.6	A			3.5	A	3.7	A			60	20	30								390	29	54			
	NB		104		104					0.5	A			0.5	A																	
	SB		119	5	124					0.3	A	0.1	A	0.3	A																	
W Circle Dr at Valleyhigh Dr (Signal)	EB	56	399	211	666			59.2	E	43.5	D	4.1	A	32.0	C	29.5	C	290	39	101		1 %	1110	144	244	1 %		270	20	51			
	WB	60	242	54	356			61.4	E	28.3	C	1.9	A	29.7	C			295	50	108			1321	73	147								
	NB	129	425	96	650			49.1	D	27.5	C	6.5	A	28.5	C			295	79	146			1129	113	191			250	28	58			
	SB	147	437	46	630			56.4	E	20.8	C	2.5	A	27.5	C			310	114	216			670	103	180								
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	186		378	564			4.4	A			6.0	A	5.5	A	5.6	A	525		20								525		40			
	WB													0.0	A																	
	NB	255	73		328			5.5	A	3.8	A			5.1	A								173		30								
	SB		71	188	259					6.5	A			6.5	A								1030		35								
37th St at RTC West	EB	34	202	23	259			4.3	A	1.8	A	1.0	A	2.0	A	3.5	A	65	20	29			1294		20								
	WB	67	197	50	314			4.0	A	0.6	A	2.2	A	1.1	A			80	20	38			1166		20								
	NB	4	2	15	21			8.9	A	8.5	A	3.5	A	4.8	A								778	20	39								
	SB	229	14	36	279			11.4	B	5.2	A	3.9	A	9.9	A			130	66	112			727	29	53								
37th St at RTC East	EB		340	42	382					0.6	A	0.2	A	0.6	A	3.0	A						800	20	20								
	WB	517	592		1,109			7.7	A	0.9	A			3.9	A			340	76	142			482	20	48								
	NB	7		176	183			27.2	D	0.4	A	2.7	A	3.3	A			680	20	23													
	SB													0.0	A																	
37th St at SB US 52 Ramp (Signal)	EB		350	166	516					8.1	A	0.1	A	5.5	A	14.4	B						650	37	85			200					
	WB	254	950		1,204			47.4	D	7.3	A			15.7	B			265	98	161			610	72	190								
	NB													0.0	A																	
	SB	29		325	354			55.6	E	0.8	A	20.3	C	22.3	C								972	28	70			635	94	164			
37th St at NB US 52 Ramp (Signal)	EB	112	267		379			35.9	D	6.6	A			14.3	B	20.7	C	175	42	93			610	28	67								
	WB		718	15	733					17.2	B	3.9	A	16.9	B								405	134	217			185	20	20			
	NB	486	312	353	1,151			35.2	D	28.6	C	9.3	A	25.5	C			820	134	220			800	107	168			820	72	128			
	SB													0.0	A																	
37th St at 21st Ave/E Frontage Rd (Signal	EB	13	581	26	620			8.4	A	3.0	A	1.1	A	3.0	A	5.8	A	200	20	20			390	27	66			200	20	20			
	WB	26	675	22	723			6.7	A	3.5	A	1.3	A	3.5	A			195	20	30			960	48	111			300	20	20			
	NB	58	9	14	81			45.6	D	46.8	D	8.8	A	38.5	D			200	38	85			888	20	36								
	SB	15	8		23			46.4	D	12.1	B			25.0	C								686	20	50								
Watson Ave at RTC South	EB		14	13	27					5.9	A	2.5	A	4.4	A	2.8	A						983	20	39			160	20	33			
	WB	66	47		113			5.5	A	1.8	A			2.5	A								1822	40	63								
	NB	24		192	216			4.3	A	0.2	A	3.1	A	3.2	A			380	20	35								190	36	60			
	SB													0.0	A																	
RTC East at RTC South (Roundabout) (HCS)	EB	95	16		111					3.6	A			3.6	A	4.9	A						1822		20								
	WB		16	9	25					3.5	A			3.5	A								467		20								
	NB		81		81					3.7	A			3.7	A								421		20								
	SB	13	43	325	381					5.6	A			5.6	A								209		40								
Marketplace Dr at E RTC Access	EB	17		22	39			5.2	A			2.3	A	3.5	A	1.0	A	940	20	29								110	20	24			
	WB													0.0	A																	
	NB	35	88		123			1.8	A	0.7	A			1.0	A			130	20	20													
	SB		102	34	136					0.4	A	0.2	A	0.4	A																	
Watson Ave at Internal Roadway	EB													0.0	A	1.4	A																
	WB	81			81			6.0	A					6.0	A								2577	34	59								
	NB		216	41	257					0.5	A	0.3	A	0.5	A																	
	SB		54		54					0.1	A			0.1	A																	
Internal Roadway at Internal Roadway	EB		18	25	43					0.4	A	0.0	A	0.2	A	1.8	A																
	WB	10	10		20			1.9	A	0.1	A			0.3	A								781	20	20								
	NB	71		17	88			5.1	A			3.3	A	4.7	A								2577	34	57								
	SB													0.0	A																	
Valleyhigh Dr at Watson Ave	EB													0.0	A	2.3	A																
	WB	52		83	135			15.8	C	0.0	A	2.7	A	7.6	A			150	27	57								545	23	41			
	NB		452	98	550					0.7	A	0.9	A	0.7	A								977		20			305	20	20			
	SB	159	297		456			5.8	A	0.9	A			2.6	A			260	36	74													
Marketplace Dr at SE MF Access	EB	32		95	127			6.0	A			3.0	A	3.7	A	1.8	A						321	31	55								
	WB													0.0	A																	
	NB	78	91		169			1.7	A	0.4	A			1.0	A			130	20	32													
	SB		77	47	124					1.0	A	0.7	A	0.9	A																	
19th St at W Frontage Rd (Signal)	EB	27	550	10	587			16.2	B	8.8	A	6.9	A	9.1	A	14.0	B	100	20	40		2 %	1116	76	154	2 %							
	WB	143	807	140	1,090			14.2	B	9.8	A	8.8	A	10.2	B			110	52	118		3 %	265	105	212	3 %							
	NB	7	14	72	93			48.4	D	46.4	D	7.7	A	16.5	B			225	20	26			888	20	42			445	33	59			
	SB	180	31	30	241			46.3	D	37.1	D	13.0	B	40.7	D			280	93	167			300	21	62								
19th St at US 52 Interchange (Signal)	EB	105	333	364	802			44.0	D	23.8	C			28.4	C	30.4	C	175	56	100			276	88	146	1 %							
	WB	335	382	202	919			40.1	D	17.8	B			28.2	C			555	148	233			808	97	168								
	NB	464		447	911			31.6	C					31.6	C			620	157	245								340					
	SB	370		244	614			35.8	D					35.8	D			865	187	323													

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B7b
Rochester Tech Campus
2028 Phase 2 Build Conditions - Mitigated
PM Peak Hour

	Intersection	Approach	Demand Volumes				Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)															
																			Left Turn Lane					Through Lane (s)					Right Turn Lane					
			L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ---->	% Block Left[2] <----	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)	95th% Queue (feet)[1]			
PM Peak Hour	W Circle Dr at 41st St (Signal)	EB	26	203	128	357			54.5	D	52.9	D	2.4	A	35.2	D	29.7	C	305	20	55			944	93	152			170	20	20			
		WB	197	326	39	562			59.7	E	37.6	D	27.8	C	44.6	D			290	87	147			1236	109	179								
		NB	266	623	179	1,068			61.5	E	8.9	A	3.7	A	20.5	C			330	181	313			1197	62	127			325	20	46			
		SB	50	455	36	541			30.0	C	31.7	C	5.6	A	29.7	C			270	30	73			922	146	224			270	20	38			
	41st St at NW MF Access	EB		387	11	398					2.0	A	1.8	A	2.0	A	1.4	A															
		WB	5	527		532			4.5	A	0.8	A			0.8	A								721	20	20								
		NB	6		8	14			9.8	A			3.8	A	5.9	A								501	20	34								
		SB													0.0	A																		
	41st St at 31st Ave/RTC West (Signal)	EB	36	317	52	405			13.6	B	14.1	B	4.0	A	12.9	B	13.5	B	200	20	47			1212	65	113			135	20	50			
		WB	66	327	62	455			14.0	B	14.0	B	7.1	A	13.1	B			165	32	69			1336	79	140								
		NB	93	65	74	232			14.7	B	14.8	B	9.6	A	13.4	B			130	37	83			597	52	105								
		SB	130	49	79	258			15.7	B	23.6	C	8.7	A	15.1	B			100	55	100		1 %	906	54	103								
	41st St at W Frontage Rd/Marketplace Dr	EB	69	501	92	662			23.5	C	34.5	C	9.1	A	29.9	C	25.9	C	160	36	86		5 %	1336	156	259	28 %		95	59	152			
		WB	226	207	225	658			21.8	C	18.1	B	5.3	A	15.2	B			420	90	161			420	51	98			160	48	82			
		NB	111	160	415	686			48.7	D	49.1	D	1.7	A	20.0	C			310	77	147		7 %	272	114	199			145	20	45			
		SB	388	157	49	594			42.0	D	42.5	D	28.3	C	41.0	D			270	151	254		6 %	140	112	208								
	41st St at SB US 52 Ramp (Signal)	EB		823	480	1,303					28.6	C	10.9	B	22.0	C	19.8	B						450	241	382			440	107	281			
		WB	340	452		792			16.1	B	5.9	A			10.1	B			220	105	214			576	46	128								
		NB													0.0	A																		
		SB	72	209	200	481			45.0	D	45.6	D	8.3	A	29.9	C			290	47	100			951	81	144			290	51	91			
	41st St at NB US 52 Ramp/E Frontage Rd	EB	258	637		895			22.0	C	12.2	B			15.1	B	23.7	C	250	130	244		1 %	576	170	314								
		WB		714	112	826					29.5	C	21.4	C	28.4	C								345	205	332								
		NB	78	15	230	323			59.0	E	40.3	D	23.3	C	32.9	C			625	26	66			625	44	112			315	137	240			
		SB													0.0	A																		
	41st St at E Frontage Rd (Signal)	EB	293	471	103	867			10.3	B	4.0	A	2.1	A	5.9	A	14.1	B	320	73	141			318	35	99								
		WB	36	370	47	453			11.8	B	10.9	B	2.3	A	10.1	B			345	20	40		5 %	457	103	206	5 %		125	20	70			
		NB	127	52	53	232			49.9	D	55.0	E	23.6	C	45.1	D			225	85	147			830	77	145								
		SB	100	62	329	491			47.5	D	51.9	D	4.2	A	19.1	B			175	70	126			809	52	106		1 %	180	35	125			
	Marketplace Dr at SE Target Access	EB	52		62	114			34.0	D			5.5	A	18.6	C	3.2	A	410	39	80								60	31	57			
		WB													0.0	A																		
		NB	267	514		781			5.2	A	0.7	A			2.2	A			200	48	86													
		SB		337	37	374					1.0	A	0.6	A	1.0	A								510	20	20								
	Marketplace Dr at Slip Ramp from 37th St	EB			8	8							4.7	A	4.7	A	4.8	A											110	20	25			
		WB	22		399	421			11.8	B	2.1	A	11.4	B	11.4	B			60	20	61							21 %	390	93	168			
		NB		334		334					1.5	A			1.5	A																		
		SB		343	5	348					0.6	A	0.5	A	0.6	A																		
	W Circle Dr at Valleyhigh Dr (Signal)	EB	87	273	264	624			61.0	E	48.1	D	3.4	A	31.4	C	32.4	C	290	54	105			1110	99	164								
		WB	106	414	158	678			62.5	E	43.1	D	2.5	A	36.7	D			295	83	150			1321	136	203								
		NB	274	823	87	1,184			41.1	D	26.7	C	5.6	A	28.4	C			295	134	210		1 %	1129	194	291	1 %		250	24	52			
		SB	75	661	44	780			66.7	E	34.2	C	3.0	A	35.5	D			310	67	132			670	179	288								
	Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	210		340	550			4.6	A			5.7	A	5.3	A	7.1	A	525		20								525		35			
		WB													0.0	A																		
		NB	445	75		520			7.9	A	3.8	A			7.3	A					60			173		60								
		SB		90	226	316					9.9	A			9.9	A					60			1030		60								
	37th St at RTC West	EB	65	218	5	288			4.6	A	1.7	A	1.6	A	2.4	A	3.3	A	65	20	43													
		WB	16	266	196	478			3.8	A	0.8	A	2.9	A	1.8	A			80	20	20								585	20	29			
		NB	19	7	51	77			9.6	A	9.8	A	3.9	A	5.9	A								778	31	53								
		SB	123	3	33	159			10.2	B	1.9	A	4.1	A	8.4	A			130	45	76			727	20	47								
	37th St at RTC East	EB		563	32	595					0.7	A	0.2	A	0.7	A	3.3	A						800	20	20								
		WB	261	421		682			7.2	A	0.8	A			3.1	A			340	56	108			482	20	21								
		NB	33		493	526			22.1	C			5.4	A	6.4	A			680	29	102							4 %	130	36	156			
		SB													0.0	A																		
	37th St at SB US 52 Ramp (Signal)	EB		631	425	1,056					12.3	B	0.2	A	7.5	A	13.0	B						650	80	110			200					
		WB	517	983		1,500			23.2	C	6.8	A			12.3	B			265	145	229			610	84	172								
		NB													0.0	A																		
		SB	96	5	120	221			79.5	E	30.8	C	11.8	B	40.8	D								972	94	175			635	40	76			
	37th St at NB US 52 Ramp (Signal)	EB	317	410		727			32.3	C	5.2	A			16.6	B	27.9	C	175	81	138			610	24	74								
		WB		1057	95	1,152					25.2	C	6.8	A	23.6	C								405	226	353	8 %		185	28	118			
		NB	443	431	531	1,405			52.2	D	43.8	D	21.0	C	37.7	D			820	189	287			800	168	230			820	155	280			
		SB													0.0	A																		
	37th St at 21st Ave/E Frontage Rd (Signal	EB	26	832	83	941			16.3	B	11.9	B	2.9	A	11.3	B	15.0	B	200	20	33		1 %	390	120	215	1 %		200	20	25			
		WB	75	942	44	1,061			14.4	B	10.5	B	1.8	A	10.4	B			195	30	63		2 %	960	132	235			300	20	20			
		NB	136	41	85	262			50.2	D	38.6	D	17.1	B	37.2	D			200	90	151			888	57	119								
		SB	49	56	74	179			48.2	D	30.8	C	12.6	B	28.0	C								686	78	140	2 %		130	39	76			
	Watson Ave at RTC South	EB		39	20	59					6.2	A	2.5	A	4.9	A	4.7	A						983	23	47			160	20	40			
		WB	178	12		190			5.6	A	6.4	A			5.6	A								1822	44	66								
		NB	8		80	88			4.1	A	0.0	A	2.5	A	2.6	A			380	20	21								190	23	41			
		SB													0.0	A																		
	RTC East at RTC South (Roundabout) (HCS)	EB	260	42		302					5.8	A			5.8	A	5.1	A						1822		35								
		WB		41	43	84					4.8	A			4.8	A								467		20								
		NB		79		79					4.8	A			4.8	A								421		20								
		SB	39	104	96	239					4.5	A			4.5	A								209		25								
	Marketplace Dr at E RTC Access	EB	85		116	201			11.2	B			4.3	A	7.2	A	2.8	A	940	31	60								110	24	46			
		WB													0.0	A																		
		NB	99	232		331			4.2	A	1.6	A			2.3	A			130	22	51													
		SB		280	85	365					0.9	A	0.5	A	0.8	A													170	20	20			
	Watson Ave at Internal Roadway	EB													0.0	A	1.3	A																
		WB	75			75			6.7	A	0.4	A			4.8	A								2577	34	59								
		NB		88	101	189					0.8	A	0.4	A	0.6	A																		
		SB		198		198					0.2	A			0.2	A																		
	Internal Roadway at Internal Roadway	EB		35	69	104					0.8	A	0.3	A	0.5	A	1.2	A																
		WB	37	38		75			2.3	A	0.3	A			0.5	A								781	20	21								
		NB	41		36	77			5.8	A	0.4	A	3.8	A	3.8	A								2577	33	55								
		SB													0.0	A																		
	Valleyhigh Dr at Watson Ave	EB													0.0	A	2.5	A																
		WB	99		174	273			15.7	C	0.2	A	3.5	A	7.3	A			150	39	78								545	33	56			
		NB		435	69	504					0.6	A	0.7	A	0.6	A													305	20	20			
		SB	120	448		568			4.7	A	0.9	A			1.7	A			260	25	53													
	Marketplace Dr at SE MF Access	EB	99		178	277			15.9	C			9.3	A	11.6	B	4.7	A						321	73	134								
		WB													0.0	A																		
		NB	178	232		410			4.1	A	1.1	A			2.4	A			130	34	61													
		SB		283	113	396					2.3	A	1.8	A	2.2	A													170	20	20			
	19th St at W Frontage Rd (Signal)	EB	67	787	10	864			24.5	C	18.1	B	14.8	B	18.6	B	22.2	C	100	45	110		12 %	1116	166	283	12 %							
		WB	107	743	268	1,118			20.2	C	18.5	B	17.7	B	18.5	B			110	63	144		13 %	265	193	321	13 %							
		NB	18	50	194	262			48.4	D	45.8	D	18.9	B	26.5	C			225	20	48			888	43	90			445	75	137			
		SB	323	48	89	460			42.7	D	32.0	C	12.1	B	35.7	D			280	138	225			300	40	93								
	19th St at US 52 Interchange (Signal)	EB	243	422	639	1,304			42.2	D	19.8	B			28.0	C	31.9	C	175	96	149			276	103	191	1 %							
		WB	334	358	255	947			44.4	D	18.4	B			30.9	C			555	157	236			808	87	152								
		NB	528		406	934			38.2	D					38.2	D			620	206	289								340					
		SB	206		232	438			31.0	C					31.0	C			865	105	178													

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B8a
Rochester Tech Campus
2029 Build Conditions
AM Peak Hour

Intersection	Approach	Demand Volumes					Delay (s/veh)								LOS By Approach	LOS By Intersection		Vehicle Queing Information (feet)												
																		Left Turn Lane				Through Lane (s)				Right Turn Lane			
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ---->	% Block Left[2] <----	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
W Circle Dr at 41st St (Signal)	EB		16	254	144	414			39.1	D	43.3	D	2.6	A	29.3	C			305	20	35			944	99	163			170	20	28
	WB		45	133	16	194			35.5	D	32.1	C	14.1	B	31.5	C	23.8	C	290	20	44			1236	41	81					
	NB		132	328	99	559			64.0	E	5.7	A	2.0	A	18.3	B			330	92	173			1197	26	74			325	20	35
	SB		40	467	26	533			54.8	D	20.9	C	3.0	A	22.6	C			270	36	80			922	131	208			270	20	28
41st St at NW MF Access	EB			369	4	373					2.4	A	2.7	A	2.4	A														
	WB		4	163		167			3.0	A	0.4	A			0.4	A	1.9	A						721	20	20					
	NB		12		10	22			7.9	A			3.6	A	5.8	A								501	20	41					
	SB														0.0	A														
41st St at 31st Ave/IBM (Signal)	EB		67	156	146	369			10.9	B	8.1	A	4.7	A	7.3	A			200	29	67			1212	35	76			135	42	82
	WB		42	137	41	220			11.2	B	6.6	A	3.9	A	6.8	A	8.5	A	165	20	51			1336	38	76					
	NB		27	35	61	123			13.1	B	18.9	B	5.0	A	10.7	B			130	20	36			597	27	59					
	SB		83	49	29	161			14.2	B	16.6	B	6.1	A	13.5	B			170	36	73			906	39	74					
41st St at W Frontage Rd/Marketplace Dr	EB		26	206	44	276			15.8	B	11.9	B	3.7	A	11.1	B			160	20	38			1336	42	87	1 %		95	20	48
	WB		100	229	230	559			11.4	B	7.0	A	3.3	A	6.3	A	15.6	B	420	29	65			420	33	71			160	34	67
	NB		63	81	93	237			42.1	D	39.8	D	0.7	A	25.4	C			310	39	82			272	49	97			240	20	20
	SB		134	71	32	237			38.0	D	38.9	D	15.2	B	35.2	D			270	44	96			140	43	93					
41st St at SB US 52 Ramp (Signal)	EB			292	141	433					9.3	A	4.0	A	7.6	A								450	45	109			440	20	41
	WB		266	352		618			16.3	B	6.1	A			10.2	B	14.8	B	220	77	153			576	44	99					
	NB														0.0	A														
	SB		38	420	207	665			30.9	C	31.5	C	7.8	A	24.1	C			290	20	47			951	147	224			290	48	87
41st St at NB US 52 Ramp/E Frontage Rd	EB		87	243		330			10.5	B	3.9	A			5.5	A			250	36	79			576	28	75					
	WB			517	33	550					8.6	A	5.2	A	8.4	A	12.4	B						345	61	155					
	NB		101	5	113	219			52.2	D	20.5	C	6.9	A	27.5	C			625	28	66			625	48	99			315	47	100
	SB														0.0	A														
41st St at E Frontage Rd/Maplewood Sq	EB		136	199	21	356			5.7	A	1.2	A	0.8	A	3.0	A			320	32	68			318	20	32					
	WB		13	307	44	364			5.3	A	2.9	A	1.1	A	2.8	A	5.5	A	345	20	20			457	38	97			125	20	29
	NB		18	11	9	38			43.0	D	22.8	C	8.1	A	26.7	C			225	20	46			830	20	47					
	SB		32	8	225	265			52.2	D	48.7	D	2.0	A	9.3	A			175	27	74			809	20	30			180	20	32
Marketplace Dr at SE Target Access	EB		6		11	17			6.6	A			3.0	A	4.1	A			410	20	23								60	20	34
	WB														0.0	A	0.7	A												
	NB		55	201		256			2.5	A	0.3	A			0.8	A			200	20	31									
	SB			134	12	146					0.3	A	0.3	A	0.3	A														
Marketplace Dr at Slip Ramp from 37th St	EB				5	5							3.2	A	3.2	A													110	20	21
	WB		11		155	166			5.2	A			3.6	A	3.7	A	1.7	A	60	20	27						1 %		390	28	54
	NB			102		102					0.5	A			0.5	A														
	SB			127	5	132					0.3	A	0.2	A	0.3	A														
W Circle Dr at Valleyhigh Rd (Signal)	EB		57	430	221	708			55.7	E	40.1	D	3.9	A	30.1	C			290	43	97			1110	135	225					
	WB		60	266	77	403			57.2	E	26.8	C	1.9	A	26.8	C	29.0	C	295	49	103			1321	79	146					
	NB		137	425	97	659			44.2	D	30.2	C	6.9	A	29.6	C			350	79	142			1129	122	197			250	29	62
	SB		172	437	47	656			54.8	D	22.3	C	2.6	A	28.9	C			310	129	247			670	112	189					
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	6	186		431	617			4.4	A			6.6	A	5.9	A			525		20								525		50
	WB														0.0	A	6.0	A												
	NB		302	73		375			6.0	A	3.8	A			5.5	A					35			173							
	SB	3		71	188	259					7.0	A			7.0	A					35			1030							
37th St at IBM West (Signal)	EB		34	202	23	259			4.0	A	1.6	A	1.4	A	1.9	A			65	20	25			1294		20					
	WB		67	197	50	314			4.0	A	0.6	A	2.1	A	1.1	A	3.7	A	80	20	39										
	NB		4	2	15	21			7.9	A	11.6	B	3.4	A	5.0	A								778	20	38					
	SB		229	14	36	279			12.2	B	5.4	A	3.9	A	10.7	B			130	70	**124**			727	28	53					
37th St at IBM East (Signal)	EB			337	45	382					0.7	A	0.2	A	0.6	A								800	20	20					
	WB		622	593		1,215			10.3	B	1.1	A			5.6	A	4.3	A	340	107	210			482	20	85					
	NB		7		285	292			54.8	D	0.4	A	3.2	A	4.1	A			680	20	25								580		
	SB														0.0	A														
37th St at SB US 52 Ramp (Signal)	EB			424	198	622					10.2	B	0.1	A	6.9	A								650	49	99			200		
	WB		251	1014		1,265			46.1	D	9.1	A			15.9	B	15.1	B	265	87	144			610	96	226					
	NB														0.0	A														
	SB		31		367	398			48.0	D	0.8	A	23.3	C	23.8	C								972	23	62			635	112	186
37th St at NB US 52 Ramp (Signal)	EB		152	303		455			37.4	D	7.0	A			16.3	B			175	54	111			610	29	68					
	WB			759	13	772					18.0	B	3.9	A	17.8	B	21.2	C						405	143	226			185	20	20
	NB		506	312	354	1,172			35.2	D	28.5	C	9.6	A	25.5	C			820	133	218			1437	107	170			820	71	129
	SB														0.0	A														
37th St at 21st Ave/Maplewood Sq Access	EB		13	618	26	657			6.9	A	3.2	A	1.0	A	3.2	A			200	20	20			390	30	75			200	20	20
	WB		26	714	22	762			7.7	A	3.6	A	1.1	A	3.7	A	5.7	A	195	20	31			960	52	113			300	20	20
	NB		58	9	14	81			45.6	D	41.8	D	6.7	A	37.4	D			200	39	82			888	20	34					
	SB		15	8		23			37.7	D	12.8	B			21.5	C								686	20	53					
31st Ave at IBM	EB			14	13	27					6.0	A	2.5	A	4.1	A								983	20	34			160	20	36
	WB		139	47		186			5.9	A	1.7	A			3.1	A	3.2	A						1822	47	71					
	NB		24		215	239			4.4	A	0.1	A	3.3	A	3.4	A			380	20	35								190	39	63
	SB														0.0	A														
IBM at Internal Roadway (Roundabout) (HCS)	EB		145	30		175					4.4	A			4.4	A					21			1822		21					
	WB			25	34	59					4.2	A			4.2	A	5.7	A			20			467		20					
	NB			115	2	117					4.5	A			4.5	A					21			421		21					
	SB		48	55	386	489					6.7	A			6.7	A					79			209		79					
Marketplace Dr at E IBM Access	EB		37		42	79			5.3	A	0.1	A	2.3	A	3.6	A			940	20	36								110	20	31
	WB														0.0	A	1.4	A												
	NB		67	66		133			2.1	A	0.7	A			1.3	A			130	20	29									
	SB			80	65	145					0.4	A	0.3	A	0.4	A													170		20
31st Ave at Internal Roadway	EB														0.0	A														
	WB		117		2	119			7.5	A			4.0	A	7.4	A	1.8	A						2577	40	65					
	NB			237	94	331					0.9	A	0.4	A	0.8	A								543		20					
	SB		8	92		100			3.1	A	0.2	A			0.3	A								400	20	20					
Internal Roadway at Internal Roadway	EB		8	27	25	60			1.9	A	0.4	A	0.1	A	0.5	A								558		20					
	WB		10	13	8	31			2.0	A	0.1	A	0.1	A	0.2	A	2.2	A						781		20					
	NB		71	5	17	93			5.3	A	2.4	A	3.5	A	4.7	A								2577	33	53					
	SB		25	19	25	69			4.5	A	6.4	A	2.8	A	4.4	A								373	25	45					
Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A														
	WB		75		126	201			20.8	C	0.1	A	3.1	A	8.8	A	3.1	A	150	35	73								545	27	48
	NB			459	162	621					0.9	A	1.4	A	1.0	A								977					305	20	24
	SB		208	303		511			7.4	A	0.8	A			3.4	A			260	45	88									
Marketplace Dr at SE MF Access	EB		31		129	160			6.1	A			3.1	A	3.6	A								321	33	57					
	WB														0.0	A	1.8	A												
	NB		89	102		191			1.8	A	0.4	A			1.0	A			130	20	36									
	SB			75	47	122					1.0	A	0.8	A	0.9	A													170		20
19th St at W Frontage Rd (Signal)	EB		31	553	10	594			16.9	B	8.9	A	4.5	A	9.2	A			100	20	47		2 %	1116	77	166	2 %				
	WB		144	842	157	1,143			14.1	B	10.1	B	9.3	A	10.5	B	15.1	B	110	49	**109**		3 %	265	109	**214**	3 %				
	NB		7	14	72	93			56.2	E	47.4	D	7.5	A	16.6	B			225	20	32			888	20	40			445	33	59
	SB		216	31	34	281			51.9	D	37.4	D	14.5	B	45.4	D			280	114	202			300	24	70					
19th St at US 52 Interchange (Signal)	EB		106	332	403	841			44.7	D	24.1	C			29.0	C			175	56	99			276	85	150	1 %				
	WB		336	383	202	921			40.5	D	19.0	B			29.1	C	30.9	C	555	155	265			808	107	183					
	NB		515		447	962			32.4	C					32.4	C			620	175	270								340		
	SB		371		245	616			34.9	C					34.9	C			865	186	318										

AM Peak Hour

NOTES 1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B8b
Rochester Tech Campus
2029 Build Conditions
PM Peak Hour

Intersection	Approach	Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane					Through Lane (s)					Right Turn Lane			
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ⟶	% Block Left[2] ⟵	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ⟶	% Block Thru[2] ⟵	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
W Circle Dr at 41st St (Signal)	EB		23	223	152	398			53.2	D	51.7	D	2.4	A	33.7	C			305	20	54			944	93	152			170	20	20
	WB		196	344	39	579			60.4	E	37.7	D	25.6	C	44.6	D	29.3	C	290	84	138			1236	112	184					
	NB		298	622	179	1,099			57.9	E	8.3	A	3.6	A	19.7	B			330	175	297			1197	55	111			325	20	47
	SB		50	458	38	546			29.3	C	32.2	C	5.3	A	30.1	C			270	32	72			922	151	240			270	20	36
41st St at NW MF Access	EB			399	11	410					1.9	A	1.7	A	1.9	A															
	WB		5	539		544			3.8	A	0.9	A			0.9	A	1.4	A						721	20	21					
	NB		5		8	13			8.3	A			3.4	A	5.4	A								501	20	33					
	SB														0.0	A															
41st St at 31st Ave/IBM (Signal)	EB		38	323	52	413			14.0	B	13.4	B	4.3	A	12.3	B			200	20	49			1212	61	115			135	21	53
	WB		65	333	62	460			15.2	B	14.0	B	6.8	A	13.2	B	13.1	B	165	31	65			1336	76	133					
	NB		92	65	74	231			14.6	B	14.5	B	9.0	A	13.0	B			130	35	70		1 %	597	47	96					
	SB		130	49	81	260			15.9	B	21.3	C	8.2	A	14.4	B			100	53	98		1 %	906	53	103					
41st St at W Frontage Rd/Marketplace Dr	EB		69	499	97	665			23.4	C	32.8	C	8.1	A	28.3	C			160	35	82		6 %	1336	144	252	24 %		95	53	137
	WB		234	200	225	659			22.4	C	18.0	B	5.5	A	15.3	B	25.6	C	420	87	153			420	50	94			160	47	85
	NB		119	166	422	707			46.7	D	46.7	D	1.5	A	19.6	B			310	76	134		6 %	272	111	194			240	20	40
	SB		389	162	49	600			42.4	D	41.8	D	26.8	C	41.0	D			270	148	259		6 %	140	111	205					
41st St at SB US 52 Ramp (Signal)	EB			825	485	1,310					28.4	C	10.5	B	21.8	C								450	238	388			440	103	264
	WB		340	454		794			16.7	B	5.8	A			10.3	B	19.7	B	220	107	215			576	44	115					
	NB														0.0	A															
	SB		72	252	199	523			45.3	D	44.8	D	8.5	A	29.9	C			290	49	102			951	80	147			290	50	86
41st St at NB US 52 Ramp/E Frontage Rd	EB		259	638		897			21.1	C	12.2	B			14.8	B			250	128	238		1 %	576	163	305					
	WB			713	112	825					28.6	C	19.9	B	27.4	C	23.4	C						345	199	332					
	NB		81	15	230	326			61.6	E	41.1	D	24.1	C	33.8	C			625	26	60			625	41	94			315	143	252
	SB														0.0	A															
41st St at E Frontage Rd/Maplewood Sq	EB		291	474	103	868			10.5	B	4.1	A	2.3	A	6.0	A			320	74	146			318	39	104					
	WB		36	371	47	454			12.1	B	10.1	B	2.1	A	9.4	A	14.1	B	345	20	41		4 %	457	99	193	4 %		125	20	45
	NB		127	52	53	232			51.0	D	53.1	D	24.7	C	45.5	D			225	89	155		8 %	830	76	147					
	SB		98	62	327	487			46.9	D	54.1	D	4.5	A	19.5	B			175	72	126			809	56	114		1 %	180	38	128
Marketplace Dr at SE Target Access	EB		52		62	114			32.5	D			5.5	A	17.9	C			410	37	85								60	32	66
	WB														0.0	A	3.0	A													
	NB		268	534		802			5.1	A	0.7	A			2.2	A			200	47	83										
	SB			354	37	391					1.0	A	0.7	A	1.0	A								510	20	20					
Marketplace Dr at Slip Ramp from 37th St	EB				8	8							4.5	A	4.5	A													110	20	26
	WB		22		399	421			11.8	B	1.7	A	10.5	B	10.5	B	4.5	A	60	20	59							18 %	390	88	155
	NB			356		356					1.5	A			1.5	A															
	SB			360	5	365					0.6	A	0.5	A	0.6	A															
W Circle Dr at Valleyhigh Rd (Signal)	EB		89	301	279	669			61.3	E	50.8	D	3.5	A	32.6	C			290	52	105			1110	104	168					
	WB		108	444	185	737			62.6	E	43.2	D	2.5	A	37.2	D	32.5	C	295	90	162			1321	136	202					
	NB		289	825	89	1,203			41.1	D	26.0	C	5.7	A	28.0	C			350	133	202			1129	186	283	1 %		250	23	50
	SB		101	662	43	806			66.8	E	33.3	C	3.1	A	34.7	C			310	71	139			670	178	288	1 %				
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	2	210		395	605			4.6	A			6.3	A	5.7	A			525		20								525		45
	WB														0.0	A	7.8	A													
	NB		503	75		578			8.8	A	3.8	A			8.1	A								173		75					
	SB	11		90	224	314					11.0	B			11.0	B								1030		65					
37th St at IBM West (Signal)	EB		65	218	5	288			4.6	A	1.6	A	1.1	A	2.2	A			65	20	38										
	WB		16	265	195	476			3.3	A	0.9	A	2.6	A	1.7	A	3.2	A	80	20	20										
	NB		18	7	50	75			8.8	A	12.0	B	4.1	A	5.9	A								778	31	52					
	SB		121	3	33	157			10.1	B	1.7	A	4.2	A	8.3	A			130	43	75			727	22	47					
37th St at IBM East (Signal)	EB			550	39	589					0.8	A	0.1	A	0.8	A								800	20	20					
	WB		394	421		815			7.2	A	0.7	A			3.1	A	3.5	A	340	56	105			482	20	20					
	NB		33		625	658			22.8	C			5.9	A	7.0	A			680	37	132								580	39	165
	SB														0.0	A															
37th St at SB US 52 Ramp (Signal)	EB			712	463	1,175					11.5	B	0.2	A	7.1	A								650	80	111			200		20
	WB		511	1073		1,584			23.7	C	6.6	A			12.4	B	12.9	B	265	147	225			610	81	164					
	NB														0.0	A															
	SB		97	5	163	265			79.2	E	28.7	C	10.8	B	40.5	D			972	96	174								635	38	73
37th St at NB US 52 Ramp (Signal)	EB		364	445		809			31.6	C	5.0	A			16.3	B			175	82	147			610	20	70					
	WB			1097	92	1,189					23.2	C	6.7	A	21.9	C	27.8	C						405	212	317	5 %		185	20	64
	NB		487	431	532	1,450			50.8	D	45.0	D	23.9	C	38.8	D			820	189	276			1437	176	245			820	166	333
	SB														0.0	A															
37th St at 21st Ave/Maplewood Sq Access	EB		26	867	84	977			15.5	B	11.9	B	2.8	A	11.2	B			200	20	33			390	123	215	1 %		200	20	20
	WB		75	978	44	1,097			14.2	B	9.5	A	1.9	A	9.5	A	14.8	B	195	30	70		1 %	960	122	215			300	20	22
	NB		137	41	85	263			50.5	D	40.9	D	16.3	B	37.9	D			200	89	149		1 %	888	58	127					
	SB		49	56	74	179			47.7	D	34.9	C	11.5	B	29.4	C								686	83	151	4 %		130	38	76
31st Ave at IBM	EB			38	20	58					6.3	A	2.8	A	5.1	A								983	25	49			160	20	42
	WB		226	12		238			5.8	A	7.5	A			5.9	A	4.9	A						1822	46	70					
	NB		8		139	147			4.1	A	0.0	A	2.5	A	2.6	A			380	20	21								190	23	42
	SB														0.0	A															
IBM at Internal Roadway (Roundabout) (HCS)	EB		307	74		381					7.9	A			7.9	A								1822		55					
	WB		2	72	114	188					6.7	A			6.7	A	6.8	A						467		30					
	NB			97	1	98					6.1	A			6.1	A								421		20					
	SB		109	130	139	378					6.0	A			6.0	A								209		40					
Marketplace Dr at E IBM Access	EB		158		198	356			11.2	B			4.1	A	7.1	A			940	30	56								110	24	43
	WB														0.0	A	2.8	A													
	NB		174	180		354			4.2	A	1.5	A			2.3	A			130	22	52										
	SB			226	156	382					0.9	A	0.6	A	0.8	A													170	20	20
31st Ave at Internal Roadway	EB														0.0	A															
	WB		118		6	124			6.6	A	0.5	A	0.0	A	4.9	A	1.3	A						2577	34	58					
	NB			141	136	277					0.7	A	0.4	A	0.6	A															
	SB		2	239		241					0.2	A			0.2	A															
Internal Roadway at Internal Roadway	EB		21	41	66	128			0.0	A	0.8	A	0.3	A	0.5	A															
	WB		37	46	21	104			2.3	A	0.2	A	0.0	A	0.5	A	1.2	A						781	20	20					
	NB		41	17	34	92			5.6	A	0.5	A	4.0	A	3.7	A								2577	33	55					
	SB		12	8	14	34			0.0	A			0.0	A	0.0	A								373		20					
Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A															
	WB		148		230	378			18.6	B	0.3	A	3.6	A	8.3	A	2.8	A	150	42	92								545	33	57
	NB			441	101	542					0.7	A	0.8	A	0.7	A													305	20	20
	SB		173	455		628			5.0	A	0.8	A			1.7	A			260	27	54										
Marketplace Dr at SE MF Access	EB		98		194	292			15.7	C			9.4	A	11.6	B								321	74	136					
	WB														0.0	A	4.7	A													
	NB		206	256		462			3.9	A	1.1	A			2.3	A			130	33	63										
	SB			311	113	424					2.4	A	1.7	A	2.2	A								1854		20			170	20	20
19th St at W Frontage Rd (Signal)	EB		79	801	10	890			22.9	C	17.1	B	14.7	B	17.5	B			100	38	93		10 %	1116	163	278	10 %				
	WB		108	740	307	1,155			19.3	B	17.6	B	15.7	B	17.3	B	21.1	C	110	60	142		12 %	265	180	298	12 %				
	NB		19	50	194	263			48.0	D	45.0	D	18.1	B	25.2	C			225	20	45			888	40	85			445	75	132
	SB		352	48	101	501			41.5	D	31.5	C	12.6	B	34.8	C			280	131	217			300	42	109					
19th St at US 52 Interchange (Signal)	EB		244	421	682	1,347			42.7	D	20.2	C			28.4	C			175	99	153			276	105	186	1 %				
	WB		335	357	256	948			44.0	D	17.7	B			30.6	C	32.0	C	555	156	225			808	86	152					
	NB		565		406	971			38.6	D					38.6	D			620	201	291								340		
	SB		206		233	439			33.6	C					33.6	C			865	118	203										

PM Peak Hour

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B9a
Rochester Tech Campus
2029 Build Conditions - Mitigated
AM Peak Hour

Intersection	Approach	Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)											
																			Left Turn Lane					Through Lane (s)					Right Turn Lane		
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ---->	% Block Left[2] <----	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ---->	% Block Thru[2] <----	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
W Circle Dr at 41st St (Signal)	EB		16	254	144	414			44.6	D	43.0	D	2.6	A	28.9	C			305	20	38			944	91	150			170	20	30
	WB		45	133	16	194			52.7	D	36.2	D	11.7	B	38.2	D	23.3	C	290	21	49			1236	38	76					
	NB		132	328	99	559			53.2	D	10.0	B	3.3	A	19.3	B			330	70	112			1197	45	108			325	20	50
	SB		40	467	26	533			59.2	E	15.0	B	2.8	A	17.6	B			270	39	81			922	101	179			270	20	25
41st St at NW MF Access	EB			369	4	373					2.5	A	2.2	A	2.5	A														
	WB		4	163		167			3.3	A	0.3	A			0.4	A	2.0	A						721	20	20					
	NB		12		10	22			7.6	A			3.7	A	5.8	A								501	20	39					
	SB														0.0	A														
41st St at 31st Ave/IBM (Signal)	EB		67	156	146	369			10.2	B	7.9	A	4.6	A	7.0	A			200	27	63			1212	29	70			135	40	83
	WB		42	137	41	220			11.6	B	6.5	A	4.2	A	6.9	A	8.4	A	165	21	53			1336	37	71					
	NB		27	35	61	123			14.1	B	18.5	B	5.1	A	10.8	B			130	20	37			597	28	60					
	SB		83	49	29	161			14.0	B	15.0	B	5.1	A	12.8	B			150	37	73			906	34	70					
41st St at W Frontage Rd/Marketplace Dr	EB		26	206	44	276			16.1	B	11.4	B	3.4	A	10.6	B			160	20	44			1336	37	80			95	20	41
	WB		100	229	230	559			10.8	B	7.3	A	3.6	A	6.4	A	15.5	B	420	27	63			420	31	75			160	36	74
	NB		63	81	93	237			41.1	D	38.6	D	0.8	A	24.6	C			310	40	85			272	48	100			240		
	SB		134	71	32	237			37.2	D	39.1	D	18.2	B	35.0	D			270	45	97			140	49	104					
41st St at SB US 52 Ramp (Signal)	EB			292	141	433					10.3	B	3.8	A	8.2	A								450	44	110			440	20	36
	WB		266	352		618			15.3	B	6.0	A			9.8	A	14.8	B	220	79	153			576	41	93					
	NB														0.0	A														
	SB		38	420	207	665			29.5	C	31.8	C	7.9	A	24.1	C			290	20	50			951	148	228			290	49	91
41st St at NB US 52 Ramp/E Frontage Rd	EB		87	243		330			9.9	A	3.7	A			5.2	A			250	31	72			576	25	68					
	WB			517	33	550					8.1	A	6.5	A	8.0	A	12.1	B						345	58	149					
	NB		101	5	113	219			52.0	D	19.4	B	6.6	A	27.9	C			625	29	70			625	48	102			315	46	100
	SB														0.0	A														
41st St at E Frontage Rd/Maplewood Sq A	EB		136	199	21	356			5.8	A	1.1	A	0.7	A	2.9	A			320	33	69			318	20	27					
	WB		13	307	44	364			5.1	A	3.3	A	1.1	A	3.1	A	5.7	A	345	20	20			457	35	102			125	20	37
	NB		18	11	9	38			46.6	D	24.3	C	8.6	A	28.6	C			225	20	45			830	20	50					
	SB		32	8	225	265			48.4	D	50.3	D	2.0	A	9.1	A			175	26	68			809	20	31			180	20	33
Marketplace Dr at SE Target Access	EB		6		11	17			6.4	A			2.9	A	4.2	A			410	20	25								60	20	31
	WB														0.0	A	0.6	A												
	NB		55	201		256			2.5	A	0.3	A			0.7	A			200	20	29									
	SB			134	12	146					0.3	A	0.1	A	0.3	A														
Marketplace Dr at Slip Ramp from 37th St	EB				5	5							2.9	A	2.9	A													110	20	20
	WB		11		155	166			5.5	A			3.5	A	3.6	A	1.6	A	60	20	27								390	26	48
	NB			102		102					0.5	A			0.5	A														
	SB			127	5	132					0.3	A	0.4	A	0.3	A														
W Circle Dr at Valleyhigh Rd (Signal)	EB		57	430	221	708			66.0	E	45.8	D	3.7	A	34.2	C			290	39	85			1110	152	231					
	WB		60	266	77	403			58.6	E	29.6	C	2.0	A	28.6	C	31.3	C	295	35	68			1321	81	143					
	NB		137	425	97	659			59.6	E	25.4	C	6.2	A	29.6	C			350	93	157			1129	118	194			250	27	56
	SB		172	437	47	656			58.0	E	25.0	C	2.4	A	31.9	C			310	82	138			670	112	194					
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	6	186		431	617			4.4	A			6.6	A	5.9	A			525		20								525	20	50
	WB														0.0	A	6.0	A												
	NB		302	73		375			6.0	A	3.8	A			5.5	A					35			173		35					
	SB	3		71	188	259					7.0	A			7.0	A					35			1030		35					
37th St at IBM West (Signal)	EB		34	202	23	259			4.1	A	1.7	A	1.5	A	2.0	A			65	20	26			1294		20					
	WB		67	197	50	314			4.7	A	0.7	A	2.3	A	1.3	A	3.9	A	80	20	40			1166		20					
	NB		4	2	15	21			8.5	A	12.3	B	3.5	A	5.2	A								778	20	39					
	SB		229	14	36	279			12.7	B	5.3	A	4.0	A	11.1	B			130	72	**126**			727	27	51					
37th St at IBM East (Signal)	EB			337	45	382					24.9	C	18.1	B	24.2	C								800	109	184					
	WB		622	593		1,215			23.5	C	3.6	A			13.3	B	14.4	B	340	167	253			475	45	138					
	NB		7		285	292			31.1	C	0.4	A	3.4	A	4.0	A			680	20	24								580	20	34
	SB														0.0	A														
37th St at SB US 52 Ramp (Signal)	EB			424	198	622					7.4	A	0.2	A	5.2	A								650	38	93			200		
	WB		251	1014		1,265			45.3	D	9.2	A			16.3	B	14.5	B	265	94	155			610	97	238					
	NB														0.0	A														
	SB		31		367	398			46.1	D	1.1	A	22.1	C	22.6	C								970	21	58			635	108	185
37th St at NB US 52 Ramp (Signal)	EB		152	303		455			35.3	D	5.7	A			14.8	B			175	57	126			610	24	65					
	WB			759	13	772					18.2	B	4.5	A	18.0	B	20.6	C						405	147	230			185	20	20
	NB		506	312	354	1,172			34.5	C	28.1	C	8.6	A	25.0	C			820	133	219			1435	103	161			820	60	108
	SB														0.0	A														
37th St at 21st Ave/Maplewood Sq Access	EB		13	618	26	657			8.2	A	3.0	A	1.1	A	3.0	A			200	20	20			378	23	65			200	20	20
	WB		26	714	22	762			6.8	A	4.1	A	1.2	A	4.1	A	6.0	A	195	20	30			960	56	126			300	20	20
	NB		58	9	14	81			47.6	D	34.5	C	6.5	A	39.2	D			200	43	94			888	20	32					
	SB		15	8		23			38.4	D	11.1	B			20.4	C								686	20	51					
31st Ave at IBM	EB			14	13	27					5.7	A	2.5	A	4.1	A								983	20	36			160	20	36
	WB		139	47		186			6.3	A	1.9	A			3.3	A	3.4	A						1822	47	72					
	NB		24		215	239			4.3	A	0.0	A	3.5	A	3.6	A			380	20	35								190	40	67
	SB														0.0	A														
IBM at Internal Roadway (Roundabout) (HCS)	EB		145	30		175					4.4	A			4.4	A								1822		21					
	WB			25	34	59					4.2	A			4.2	A	7.0	A						467		20					
	NB			115	2	117					4.5	A			4.5	A								421		21					
	SB		48	55	386	489					6.7	A			6.7	A								209		79					
Marketplace Dr at E IBM Access	EB		37		42	79			5.6	A	0.0	A	2.5	A	3.9	A			940	20	39								110	20	33
	WB														0.0	A	5.7	A												
	NB		67	66		133			2.0	A	0.8	A			1.4	A			130	20	30									
	SB			80	65	145					0.4	A	0.3	A	0.4	A													170		20
31st Ave at Internal Roadway	EB														0.0	A														
	WB		117		2	119			7.5	A			5.3	A	7.5	A	2.0	A						2577	41	64					
	NB			237	94	331					1.1	A	0.7	A	1.0	A								543		20					
	SB		8	92		100			3.8	A	0.2	A			0.4	A								400	20	21					
Internal Roadway at Internal Roadway	EB		8	27	25	60			2.0	A	0.3	A	0.2	A	0.4	A								558		20					
	WB		10	13	8	31			2.2	A	0.1	A	0.1	A	0.2	A	2.3	A						781	20	20					
	NB		71	5	17	93			5.6	A	3.5	A	3.6	A	5.0	A								2577	35	59					
	SB		25	19	25	69			4.6	A	6.5	A	2.8	A	4.5	A								373	25	41					
Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A														
	WB		75		126	201			19.1	B	0.1	A	4.1	A	8.9	A	8.4	A	150	33	69								545	28	50
	NB			459	162	621					11.8	B	4.4	A	9.8	A								977	84	145			305	34	67
	SB		208	303		511			10.3	B	4.0	A			6.5	A			260	61	115			1817	33	70					
Marketplace Dr at SE MF Access	EB		31		129	160			6.2	A			3.2	A	3.8	A								321	35	62					
	WB														0.0	A	1.9	A												
	NB		89	102		191			1.7	A	0.4	A			1.0	A			130	20	36									
	SB			75	47	122					1.1	A	0.7	A	0.9	A													170		20
19th St at W Frontage Rd (Signal)	EB		31	553	10	594			16.8	B	8.9	A	6.1	A	9.2	A			100	20	46		2 %	1116	73	166	2 %				
	WB		144	842	157	1,143			13.8	B	10.2	B	8.9	A	10.5	B	15.4	B	110	47	**107**		4 %	265	109	**220**	4 %				
	NB		7	14	72	93			51.6	D	52.6	D	7.5	A	16.7	B			225	20	30			888	20	39			445	30	55
	SB		216	31	34	281			54.0	D	35.4	D	15.8	B	47.1	D			280	120	218			300	23	67					
19th St at US 52 Interchange (Signal)	EB		106	332	403	841			45.1	D	24.2	C			29.1	C			175	55	96			276	84	165	1 %				
	WB		336	383	202	921			39.7	D	18.4	B			28.3	C	30.6	C	555	153	241			808	103	178					
	NB		515		447	962			31.5	C					31.5	C			745	170	258								340		
	SB		371		245	616			35.4	D					35.4	D			865	186	314										

AM Peak Hour

NOTES 1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B9b
Rochester Tech Campus
2029 Build Conditions - Mitigated
PM Peak Hour

Intersection	Approach	Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane					Through Lane (s)					Right Turn Lane			
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] --->	% Block Left[2] <---	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] --->	% Block Thru[2] <---	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
W Circle Dr at 41st St (Signal)	EB		23	223	152	398			53.9	D	53.4	D	2.5	A	33.9	C			305	20	43			944	106	167			170	20	21
	WB		196	344	39	579			58.9	E	37.9	D	24.2	C	43.9	D	25.8	C	290	84	143			1236	113	192					
	NB		298	622	179	1,099			29.0	C	6.4	A	3.2	A	12.1	B			330	104	160			1197	39	83			325	20	51
	SB		50	458	38	546			21.8	C	30.1	C	5.4	A	27.7	C			270	27	65			922	149	224			270	20	37
41st St at NW MF Access	EB			399	11	410					2.1	A	2.1	A	2.1	A																
	WB		5	539		544			4.2	A	0.9	A			0.9	A	1.5	A						721	20	24					
	NB		5		8	13			10.6	B			4.0	A	6.0	A								501	20	33					
	SB														0.0	A																
41st St at 31st Ave/IBM (Signal)	EB		38	323	52	413			12.3	B	13.9	B	4.1	A	12.6	B			200	20	48			1212	68	123	1 %		135	20	50
	WB		65	333	62	460			15.3	B	14.0	B	6.7	A	13.2	B	13.4	B	165	33	71			1336	77	138					
	NB		92	65	74	231			14.5	B	15.5	B	10.4	B	13.7	B			130	35	76		2 %	597	52	105					
	SB		130	49	81	260			15.3	B	22.9	C	8.6	A	14.6	B			150	54	95		2 %	906	55	107					
41st St at W Frontage Rd/Marketplace Dr	EB		69	499	97	665			22.1	C	33.6	C	8.5	A	28.7	C			160	36	85		5 %	1336	149	247	26 %		95	60	151
	WB		234	200	225	659			22.4	C	17.6	B	5.6	A	15.2	B	25.4	C	420	88	156			420	47	95			160	49	89
	NB		119	166	422	707			46.5	D	48.4	D	1.6	A	20.0	C			310	81	147		6 %	272	116	202			240	20	51
	SB		389	162	49	600			41.6	D	41.0	D	25.4	C	40.2	D			270	147	253		5 %	140	108	204					
41st St at SB US 52 Ramp (Signal)	EB			825	485	1,310					30.0	C	11.4	B	23.2	C								450	243	386			440	107	269
	WB		340	454		794			16.5	B	6.5	A			10.6	B	20.9	C	220	113	217			576	51	129					
	NB														0.0	A																
	SB		72	252	199	523			46.0	D	44.4	D	8.9	A	31.1	C			290	45	92			951	101	175			290	53	98
41st St at NB US 52 Ramp/E Frontage Rd	EB		259	638		897			23.4	C	12.5	B			15.7	B			250	134	244		1 %	576	168	313					
	WB			713	112	825					29.0	C	19.9	B	27.7	C	23.7	C						345	199	330					
	NB		81	15	230	326			61.2	E	38.1	D	22.9	C	32.7	C			625	27	66			625	40	89			315	136	246
	SB														0.0	A																
41st St at E Frontage Rd/Maplewood Sq	EB		291	474	103	868			10.7	B	3.9	A	2.3	A	6.0	A			320	77	148			318	35	99					
	WB		36	371	47	454			11.8	B	10.5	B	2.0	A	9.7	A	14.2	B	345	20	43		5 %	457	101	212	5 %		125	20	59
	NB		127	52	53	232			50.5	D	53.7	D	23.5	C	44.9	D			225	89	153			830	77	145					
	SB		98	62	327	487			45.8	D	53.6	D	4.7	A	19.7	B			175	76	129			809	55	117		1 %	180	41	134
Marketplace Dr at SE Target Access	EB		52		62	114			41.3	E			6.0	A	21.3	C			410	43	99								60	35	71
	WB														0.0	A	3.5	A														
	NB		268	534		802			5.4	A	0.7	A			2.3	A			200	50	90											
	SB			354	37	391					1.0	A	0.7	A	1.0	A								510	20	20					
Marketplace Dr at Slip Ramp from 37th St	EB				8	8							5.6	A	5.6	A													110	20	26
	WB		22		399	421			12.2	B	2.8	A	11.9	B	11.9	B	4.8	A	60	20	62							21 %	390	92	172
	NB			356		356					1.5	A			1.5	A																
	SB			360	5	365					0.6	A	0.4	A	0.6	A																
W Circle Dr at Valleyhigh Rd (Signal)	EB		89	301	279	669			63.2	E	45.7	D	3.5	A	30.0	C			290	54	108			1110	106	172					
	WB		108	444	185	737			60.8	E	43.0	D	2.6	A	36.1	D	28.7	C	295	52	89			1321	143	214					
	NB		289	825	89	1,203			59.5	E	27.2	C	6.0	A	33.2	C			350	155	220		1 %	1129	193	285	1 %		250	24	53
	SB		101	662	43	806			37.6	D	11.4	B	2.7	A	14.2	B			310	49	90			670	77	138					
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	2	210		395	605			4.6	A			6.3	A	5.7	A			525		20								525		45
	WB														0.0	A	7.8	A														
	NB		503	75		578			8.8	A	3.8	A			8.1	A								173		75					
	SB	11		90	224	314					11.0	B			11.0	B								1030		65					
37th St at IBM West (Signal)	EB		65	218	5	288			4.6	A	1.6	A	1.2	A	2.2	A			65	20	41			1294		20					
	WB		16	265	195	476			3.6	A	0.9	A	2.7	A	1.7	A	3.2	A	80	20	20			1166		20					
	NB		18	7	50	75			9.3	A	9.7	A	4.1	A	5.8	A								778	31	51					
	SB		121	3	33	157			10.1	B	2.4	A	4.2	A	8.3	A			130	44	76			727	22	48					
37th St at IBM East (Signal)	EB			550	39	589					33.7	C	25.0	C	33.2	C								800	162	239					
	WB		394	421		815			14.9	B	2.9	A			8.4	A	15.7	B	340	82	136			475	22	57					
	NB		33		625	658			41.4	D			7.8	A	9.6	A			680	75	248								580	112	274
	SB														0.0	A																
37th St at SB US 52 Ramp (Signal)	EB			712	463	1,175					13.1	B	0.4	A	8.0	A								650	82	114			200		20
	WB		511	1073		1,584			23.8	C	7.1	A			12.5	B	13.2	B	265	141	223			610	84	172					
	NB														0.0	A																
	SB		97	5	163	265			79.5	E	19.7	B	14.1	B	36.5	D								970	93	169			635	47	87
37th St at NB US 52 Ramp (Signal)	EB		364	445		809			35.6	D	6.0	A			18.5	B			175	89	158			610	29	87					
	WB			1097	92	1,189					28.2	C	7.4	A	26.6	C	28.1	C						405	246	378	11 %		185	30	133
	NB		487	431	532	1,450			52.4	D	44.0	D	11.8	B	34.8	C			820	191	280			1435	170	233			820	86	135
	SB														0.0	A																
37th St at 21st Ave/Maplewood Sq Access	EB		26	867	84	977			18.5	B	11.3	B	2.8	A	10.8	B			200	20	33		1 %	378	112	213	1 %		200	20	20
	WB		75	978	44	1,097			15.2	B	11.0	B	2.0	A	10.9	B	15.5	B	195	29	60		2 %	960	137	249			300	20	20
	NB		137	41	85	263			55.5	E	42.9	D	20.5	C	42.2	D			200	92	157		1 %	888	67	230					
	SB		49	56	74	179			47.5	D	32.0	C	12.8	B	28.9	C								686	77	144	3 %		130	38	73
31st Ave at IBM	EB			38	20	58					6.1	A	2.7	A	4.9	A								983	23	48			160	20	40
	WB		226	12		238			6.4	A	7.4	A			6.4	A	5.0	A						1822	51	74					
	NB		8		139	147			4.8	A			2.9	A	3.0	A			380	20	25								190	30	51
	SB														0.0	A																
IBM at Internal Roadway (Roundabout) (HCS)	EB		307	74		381					7.9	A			7.9	A								1822		55					
	WB		2	72	114	188					6.7	A			6.7	A	6.8	A						467		30					
	NB			97	1	98					6.1	A			6.1	A								421		20					
	SB		109	130	139	378					6.0	A			6.0	A								209		40					
Marketplace Dr at E IBM Access	EB		158		198	356			18.7	C			5.4	A	11.2	B			940	54	115								110	38	82
	WB														0.0	A	5.0	A														
	NB		174	180		354			5.1	A	1.8	A			3.4	A			130	34	63											
	SB			226	156	382					1.1	A	0.8	A	1.0	A													170	20	20
31st Ave at Internal Roadway	EB														0.0	A																
	WB		118		6	124			8.5	A			5.5	A	8.3	A	2.1	A						2577	43	71					
	NB			141	136	277					1.3	A	0.8	A	1.1	A																
	SB		2	239		241			2.5	A	0.3	A			0.3	A								400	20	20					
Internal Roadway at Internal Roadway	EB		21	41	66	128			2.2	A	1.0	A	0.5	A	1.0	A								558	20	20					
	WB		37	46	21	104			2.6	A	0.3	A	0.4	A	0.6	A	1.7	A						781	20	24					
	NB		41	17	34	92			6.3	A	2.6	A	4.4	A	4.2	A								2577	37	61					
	SB		12	8	14	34			5.4	A	6.6	A	2.8	A	4.6	A								373	20	39					
Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A																
	WB		148		230	378			17.7	B	0.3	A	4.9	A	9.3	A	9.7	A	150	55	109								545	42	75
	NB			441	101	542					14.2	B	3.8	A	12.2	B								977	87	145			305	27	54
	SB		173	455		628			12.2	B	6.2	A			7.9	A			260	58	108			1817	49	88					
Marketplace Dr at SE MF Access	EB		98		194	292			23.1	C			15.0	C	17.8	C								321	92	179					
	WB														0.0	A	6.2	A														
	NB		206	256		462			4.5	A	1.3	A			2.7	A			130	38	68											
	SB			311	113	424					2.3	A	1.7	A	2.1	A													170	20	20
19th St at W Frontage Rd (Signal)	EB		79	801	10	890			23.7	C	18.3	B	15.7	B	18.7	B			100	46	108		10 %	1116	177	300	10 %				
	WB		108	740	307	1,155			20.1	C	18.8	B	17.3	B	18.5	B	22.5	C	110	57	133		13 %	265	196	324	13 %				
	NB		19	50	194	263			46.3	D	44.7	D	19.4	B	26.4	C			225	20	48			888	37	77			445	73	134
	SB		352	48	101	501			43.8	D	32.4	C	13.2	B	36.6	D			280	148	235			300	45	115					
19th St at US 52 Interchange (Signal)	EB		244	421	682	1,347			42.7	D	20.3	C			28.6	C			175	98	149			276	101	186	2 %				
	WB		335	357	256	948			45.2	D	18.2	B			31.4	C	33.4	C	555	156	235			808	80	140					
	NB		565		406	971			41.5	D					41.5	D			745	227	326								340		
	SB		206		233	439			32.3	C					32.3	C			865	115	195										

PM Peak Hour

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B10a
Rochester Tech Campus
2045 Build Conditions
AM Peak Hour

Intersection	Approach	Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)															
																			Left Turn Lane					Through Lane (s)						Right Turn Lane			
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ⟶	% Block Left[2] ⟵	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ⟶	% Block Thru[2] ⟵	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
W Circle Dr at 41st St (Signal)	EB		14	452	173	639			54.6	D	38.4	D	2.9	A	29.3	C			305	20	35			944	151	231	3 %		170	20	59
	WB		45	292	16	353			50.0	D	32.1	C	20.2	C	33.8	C	27.1	C	290	22	49			1236	77	134					
	NB		166	318	99	583			53.5	D	14.5	B	4.4	A	24.1	C			330	81	129			1197	55	124			325	23	58
	SB		40	455	29	524			60.2	E	21.2	C	3.6	A	23.2	C			270	38	81			922	122	210			270	20	32
41st St at NW MF Access	EB			504	4	508					3.2	A	3.5	A	3.2	A								1236		20					
	WB		4	260		264			6.2	A	0.5	A			0.5	A	2.4	A						721	20	20					
	NB		12		10	22			8.7	A			3.8	A	5.8	A								501	20	41					
	SB														0.0	A																
41st St at 31st Ave/RTC West (Signal)	EB		90	221	147	458			11.3	B	8.5	A	5.5	A	8.1	A			200	38	85			1212	46	100			135	42	99
	WB		42	189	41	272			12.8	B	7.9	A	4.8	A	8.2	A	9.2	A	165	23	61			1336	48	88					
	NB		25	35	61	121			14.5	B	20.8	C	6.3	A	12.3	B			130	20	33			597	31	70					
	SB		83	49	54	186			15.3	B	15.1	B	6.0	A	12.4	B			150	40	77			906	42	88					
41st St at W Frontage Rd/Marketplace Dr	EB		26	227	45	298			16.3	B	11.5	B	4.3	A	10.9	B			160	20	39			1336	43	96	1 %		95	20	51
	WB		107	265	241	613			10.9	B	7.3	A	3.4	A	6.4	A	15.0	B	420	28	61			420	38	82			160	35	69
	NB		65	82	101	248			41.2	D	38.1	D	0.8	A	23.7	C			310	42	87			272	49	102			240		
	SB		140	71	32	243			36.8	D	38.5	D	17.7	B	34.9	C			270	44	88			140	48	104					
41st St at SB US 52 Ramp (Signal)	EB			311	157	468					10.5	B	4.8	A	8.6	A								450	46	110			440	20	49
	WB		266	393		659			15.6	B	6.5	A			10.1	B	15.0	B	220	79	154			576	46	105					
	NB														0.0	A																
	SB		38	420	220	678			30.7	C	31.5	C	9.1	A	24.2	C			290	20	49			951	142	220			290	55	107
41st St at NB US 52 Ramp/E Frontage Rd	EB		97	252		349			10.7	B	4.1	A			5.9	A			250	38	83			576	26	70					
	WB			531	33	564					8.9	A	6.4	A	8.8	A	12.9	B						345	64	153					
	NB		128	5	113	246			50.7	D	27.0	C	6.4	A	29.3	C			625	33	75			625	52	106			315	42	97
	SB														0.0	A																
41st St at E Frontage Rd (Signal)	EB		128	216	21	365			5.6	A	1.2	A	0.5	A	2.7	A			320	29	63			318	20	34					
	WB		13	337	44	394			5.1	A	2.9	A	0.9	A	2.7	A	5.1	A	345	20	20			457	35	101			125	20	34
	NB		18	11	9	38			48.8	D	25.1	C	7.7	A	29.6	C			225	20	45			830	20	51					
	SB		24	8	209	241			51.0	D	54.4	D	2.2	A	7.9	A			175	21	61			809	20	28			180	20	47
Marketplace Dr at SE Target Access	EB		6		11	17			6.1	A			3.0	A	3.9	A			410	20	22								60	20	31
	WB														0.0	A	0.6	A														
	NB		56	214		270			2.5	A	0.3	A			0.7	A			200	20	31											
	SB			139	12	151					0.3	A	0.3	A	0.3	A																
Marketplace Dr at Slip Ramp from 37th St	EB				5	5							3.0	A	3.0	A													110	20	22
	WB		11		158	169			5.4	A	0.0	A	3.6	A	3.7	A	1.6	A	60	20	27								390	28	53
	NB			109		109					0.4	A			0.4	A																
	SB			132	5	137					0.2	A	0.3	A	0.2	A																
W Circle Dr at Valleyhigh Dr (Signal)	EB		70	556	396	1,022			61.4	E	45.2	D	4.2	A	30.0	C			290	42	95		1 %	1110	186	268	1 %		270	20	28
	WB		68	325	78	471			59.5	E	29.5	C	2.1	A	29.5	C	32.6	C	295	42	79			1321	100	161					
	NB		269	435	112	816			56.8	E	28.9	C	8.0	A	35.2	D			350	149	224			1129	124	196			250	34	71
	SB		174	442	57	673			59.6	E	31.4	C	2.5	A	36.0	D			310	86	148			670	129	210					
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	6	186		514	700					4.4	A	7.6	A	6.7	A			525		20								525	20	65
	WB														0.0	A	6.8	A														
	NB		372	73		445			6.8	A	3.8	A			6.3	A								173		45					
	SB	3		71	188	259					7.8	A			7.8	A								1030		40					
37th St at RTC West (Signal)	EB		34	202	23	259			4.2	A	1.8	A	1.2	A	2.1	A			65	20	26			1294		20					
	WB		67	197	50	314			4.6	A	0.8	A	2.2	A	1.3	A	4.0	A	80	20	43			1166		20					
	NB		4	2	15	21			8.1	A	7.9	A	3.5	A	5.1	A								778	20	39					
	SB		229	14	36	279			12.9	B	5.6	A	4.5	A	11.2	B			130	69	**120**			727	31	76					
37th St at RTC East (Signal)	EB			339	45	384					24.3	C	18.4	B	23.7	C								800	108	184					
	WB		622	609		1,231			23.4	C	3.8	A			13.3	B	14.2	B	340	163	246			475	43	116					
	NB		7		285	292			34.4	C	0.3	A	3.3	A	4.0	A			680	20	26								580	20	20
	SB														0.0	A																
37th St at SB US 52 Ramp (Signal)	EB			427	197	624					8.0	A	0.2	A	5.5	A								650	43	99			200		
	WB		262	1029		1,291			45.7	D	9.7	A			17.0	B	15.1	B	265	97	160			610	104	238					
	NB														0.0	A																
	SB		44		371	415			42.2	D	0.8	A	21.4	C	22.5	C			970	29	76								635	106	186
37th St at NB US 52 Ramp (Signal)	EB		152	319		471			36.9	D	5.7	A			15.0	B			175	55	124			610	21	60					
	WB			785	19	804					17.8	B	3.6	A	17.5	B	21.0	C						405	145	232	1 %		185	20	20
	NB		506	312	364	1,182			36.3	D	29.4	C	8.9	A	25.9	C			820	137	227			1435	104	167			820	60	101
	SB														0.0	A																
37th St at 21st Ave/E Frontage Rd (Signa	EB		13	642	28	683			8.8	A	3.0	A	0.9	A	3.0	A			200	20	20			378	25	70			200	20	20
	WB		28	744	22	794			6.7	A	3.9	A	1.6	A	3.9	A	5.8	A	195	20	30			960	53	121			300	20	20
	NB		60	9	16	85			46.1	D	41.5	D	6.2	A	38.1	D			200	43	91			888	20	33					
	SB		15	8		23			42.1	D	11.8	B			22.1	C								686	20	49					
Watson Ave at RTC South	EB			14	13	27					6.0	A	2.4	A	4.4	A								983	20	38			160	20	33
	WB		139	47		186			6.2	A	2.0	A			3.4	A	3.5	A						1822	48	72					
	NB		24		215	239			4.3	A	0.0	A	3.5	A	3.6	A			380	20	35								190	41	65
	SB														0.0	A																
IBM at Internal Roadway (Roundabout) (HCS)	EB		145	30		175					4.4	A			4.4	A								1822		21					
	WB			25	34	59					4.2	A			4.2	A	5.7	A						467		20					
	NB			115	2	117					4.5	A			4.5	A								421		21					
	SB		48	55	386	489					6.7	A			6.7	A								209		79					
Marketplace Dr at E RTC Access	EB		37		42	79			5.7	A	0.0	A	2.6	A	4.0	A			940	20	39								110	20	32
	WB														0.0	A	1.5	A														
	NB		67	71		138			2.0	A	0.9	A			1.4	A			130	20	33											
	SB			86	65	151					0.4	A	0.3	A	0.4	A													170		20
Watson Ave at Internal Roadway	EB														0.0	A																
	WB		117		2	119			7.9	A			5.2	A	7.8	A	2.1	A						2577	42	71					
	NB			237	94	331					1.1	A	0.7	A	1.0	A								543		20					
	SB		8	92		100			3.5	A	0.2	A			0.4	A								400	20	21					
Internal Roadway at Internal Roadway	EB		8	27	25	60			1.8	A	0.3	A	0.2	A	0.5	A								558		20					
	WB		10	13	8	31			2.2	A	0.1	A	0.1	A	0.2	A	2.3	A						781	20	20					
	NB		71	5	17	93			5.5	A	2.7	A	3.8	A	4.8	A								2577	35	58					
	SB		25	19	25	69			4.6	A	6.5	A	2.9	A	4.5	A								373	26	44					
Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A																
	WB		75		126	201			19.1	B	0.1	A	5.0	A	9.5	A	9.2	A	150	35	71								545	32	59
	NB			606	162	768					12.8	B	4.5	A	11.1	B								977	102	171			305	34	68
	SB		208	400		608			11.5	B	4.4	A			6.8	A			260	64	119			1817	40	78					
Marketplace Dr at SE MF Access	EB		31		129	160			6.5	A			3.2	A	3.8	A								321	35	62					
	WB														0.0	A	1.9	A														
	NB		89	107		196			1.7	A	0.4	A			1.0	A			130	20	35											
	SB			81	47	128					1.1	A	0.7	A	1.0	A													170		20
19th St at W Frontage Rd (Signal)	EB		31	561	11	603			18.1	B	9.0	A	5.8	A	9.4	A			100	20	47		2 %	1116	82	172	2 %				
	WB		148	854	157	1,159			14.3	B	10.4	B	9.8	A	10.8	B	15.0	B	110	47	**105**		4 %	265	116	**225**	4 %				
	NB		8	14	74	96			53.4	D	50.0	D	7.5	A	16.0	B			225	20	27			888	20	40			445	33	59
	SB		216	31	34	281			50.6	D	36.1	D	14.9	B	44.8	D			280	111	195			300	21	64					
19th St at US 52 Interchange (Signal)	EB		112	328	411	851			44.9	D	25.2	C			30.1	C			175	58	100			276	88	147	1 %				
	WB		344	374	211	929			41.0	D	19.3	B			29.5	C	30.9	C	555	156	244			808	105	176					
	NB		526		457	983			30.8	C					30.8	C			745	176	261								340		
	SB		388		259	647			34.6	C					34.6	C			865	189	327										

AM Peak Hour

NOTES 1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B10b
Rochester Tech Campus
2045 Build Conditions
PM Peak Hour

	Intersection	Approach	Demand Volumes					Delay (s/veh)							LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)														
																			Left Turn Lane					Through Lane (s)					Right Turn Lane				
			U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ⟶	% Block Left[2] ⟵	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ⟶	% Block Thru[2] ⟵	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
PM Peak Hour	W Circle Dr at 41st St (Signal)	EB		5	526	157	688			57.9	E	55.2	E	3.2	A	43.3	D			305	20	20		1 %	944	213	307	12 %		170	20	65
		WB		196	670	39	905			56.5	E	36.8	D	27.8	C	40.6	D	31.7	C	290	88	155		1 %	1236	206	305	1 %				
		NB		401	565	179	1,145			35.1	D	8.1	A	4.8	A	17.1	B			330	138	216			1197	43	92			325	22	57
		SB		50	474	59	583			25.9	C	36.2	D	11.5	B	32.8	C			270	30	66			922	165	245			270	25	59
	41st St at NW MF Access	EB			587	11	598					3.4	A	3.5	A	3.4	A								1236		20					
		WB		5	746		751			4.8	A	1.3	A			1.3	A	2.4	A						721	20	38					
		NB		5		8	13			14.9	B			4.4	A	7.4	A								501	20	36					
		SB														0.0	A															
	41st St at 31st Ave/RTC West (Signal)	EB		63	435	52	550			15.7	B	14.1	B	4.4	A	13.4	B			200	33	73			1212	95	178	3 %		135	20	48
		WB		65	427	62	554			16.6	B	17.4	B	9.2	A	16.4	B	15.1	B	165	36	75		2 %	1336	104	179	2 %				
		NB		93	65	74	232			16.3	B	16.4	B	11.0	B	14.9	B			130	36	77			597	53	112					
		SB		130	49	125	304			17.6	B	26.4	C	11.1	B	16.2	B			150	58	110			906	71	140					
	41st St at W Frontage Rd/Marketplace Dr	EB		70	550	98	718			23.1	C	36.2	D	11.7	B	31.5	C			160	40	103		9 %	1336	176	294	30 %		95	64	161
		WB		249	231	237	717			24.9	C	19.4	B	5.5	A	16.8	B	26.5	C	420	102	175			420	57	105			160	50	88
		NB		120	167	451	738			47.0	D	48.8	D	1.7	A	19.6	B			310	85	157		5 %	272	113	196	5 %		240	20	63
		SB		408	163	50	621			42.2	D	42.2	D	27.2	C	40.9	D			270	153	264		6 %	140	114	210					
	41st St at SB US 52 Ramp (Signal)	EB			887	522	1,409					32.5	C	11.9	B	25.0	C								450	257	421			440	127	315
		WB		340	503		843			16.0	B	6.0	A			10.0	B	21.5	C	220	105	212			576	49	124					
		NB														0.0	A															
		SB		72	252	208	532			46.4	D	43.8	D	9.1	A	31.0	C			290	50	107			951	99	170			290	53	95
	41st St at NB US 52 Ramp/E Frontage Rd	EB		284	675		959			22.0	C	13.3	B			15.9	B			250	134	249		1 %	576	181	312					
		WB			723	112	835					31.6	C	21.7	C	30.3	C	24.5	C			345	219	341									
		NB		120	15	230	365			57.4	E	38.2	D	19.1	B	32.6	C			625	35	79			625	46	99			315	108	210
		SB														0.0	A															
	41st St at E Frontage Rd (Signal)	EB		267	535	103	905			9.7	A	3.8	A	2.3	A	5.3	A			320	66	132			318	30	90					
		WB		36	406	35	477			14.2	B	9.0	A	1.9	A	8.8	A	13.4	B	345	20	41		4 %	457	97	192	4 %		125	20	42
		NB		127	54	53	234			49.1	D	54.0	D	23.7	C	44.5	D			225	90	156			830	84	161					
		SB		79	61	302	442			47.3	D	56.2	E	3.7	A	18.7	B			175	59	112			809	50	97			180	32	114
	Marketplace Dr at SE Target Access	EB		52		61	113			40.4	E			6.6	A	22.4	C			410	40	92								60	32	63
		WB														0.0	A	3.4	A													
		NB		269	569		838			5.8	A	0.8	A			2.4	A			200	52	92										
		SB			374	37	411					1.0	A	0.8	A	1.0	A								510	20	20					
	Marketplace Dr at Slip Ramp from 37th St	EB				8	8							4.8	A	4.8	A													110	20	26
		WB		22		406	428			13.6	B	0.0	A	14.5	B	14.5	B	5.7	A	60	24	78							28 %	390	106	200
		NB			377		377					1.6	A			1.6	A															
		SB			377	5	382					0.6	A	0.5	A	0.6	A															
	W Circle Dr at Valleyhigh Dr (Signal)	EB		107	365	514	986			62.5	E	45.9	D	4.0	A	25.8	C			290	60	116			1110	128	195					
		WB		134	563	189	886			62.5	E	47.1	D	3.1	A	40.1	D	33.3	C	295	63	108			1321	192	275	1 %				
		NB		530	849	111	1,490			75.8	E	30.8	C	7.4	A	44.9	D			350	261	378	2 %	2 %	1129	230	398	1 %		250	30	64
		SB		103	673	51	827			36.2	D	12.3	B	2.8	A	14.6	B			310	47	88			670	78	133					
	Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	2	210		482	692			4.6	A			7.3	A	6.5	A			525		20								525		60
		WB														0.0	A	7.8	A													
		NB		618	75		693			11.1	B	3.8	A			10.3	B								173		115					
		SB	11		90	224	314					13.8	B			13.8	B								1030		80					
	37th St at RTC West (Signal)	EB		65	218	5	288			4.4	A	1.5	A	1.5	A	2.1	A			65	20	40			1294		20					
		WB		16	265	195	476			4.0	A	1.0	A	2.9	A	1.9	A	3.4	A	80	20	20			1166		20			585	20	20
		NB		18	7	50	75			9.6	A	10.4	B	4.1	A	5.9	A								778	30	52					
		SB		121	3	33	157			10.7	B	2.1	A	4.2	A	8.8	A			130	45	79			727	20	46					
	37th St at RTC East (Signal)	EB			556	39	595					33.3	C	24.0	C	32.7	C								800	158	233					
		WB		394	455		849			16.3	B	2.8	A			8.7	A	15.4	B	340	89	158			475	26	88					
		NB		33		625	658			39.9	D			7.6	A	9.2	A			680	64	213								580	119	278
		SB														0.0	A															
	37th St at SB US 52 Ramp (Signal)	EB			718	463	1,181					13.7	B	0.3	A	8.4	A								650	82	111			200		20
		WB		531	1113		1,644			24.9	C	8.2	A			13.5	B	11.4	B	265	151	232			610	108	207					
		NB														0.0	A															
				117	5	164	286									0.0	A															
	37th St at NB US 52 Ramp (Signal)	EB		364	471		835			38.5	D	5.6	A			19.3	B			175	100	173	2 %		610	21	74					
		WB			1157	103	1,260					30.1	C	7.8	A	28.4	C	29.2	C			405	272	402	15 %		185	44	179					
		NB		487	431	543	1,461			53.6	D	45.6	D	12.9	B	36.0	D			820	194	293			1435	166	236			820	91	150
		SB														0.0	A															
	37th St at 21st Ave/E Frontage Rd (Signa	EB		26	897	91	1,014			19.8	B	12.2	B	2.8	A	11.6	B			200	20	35		1 %	378	125	230	2 %		200	20	41
		WB		81	1040	44	1,165			17.0	B	12.2	B	2.0	A	12.1	B	15.8	B	195	35	67		3 %	960	148	249			300	20	21
		NB		146	41	92	279			50.1	D	38.1	D	18.0	B	37.7	D			200	99	166			888	66	143					
		SB		49	56	74	179			45.1	D	29.7	C	13.7	B	27.4	C								686	76	140	2 %		130	40	79
	Watson Ave at RTC South	EB			38	20	58					6.1	A	2.6	A	4.8	A								983	22	46			160	20	40
		WB		226	12		238			6.5	A	7.8	A			6.6	A	5.2	A						1822	51	75					
		NB		8		139	147			4.2	A			3.0	A	3.1	A			380	20	24								190	31	52
		SB														0.0	A															
	IBM at Internal Roadway (Roundabout) (HCS)	EB		307	74		381					7.9	A			7.9	A								1822		55					
		WB		2	72	114	188					6.7	A			6.7	A	6.8	A						467		30					
		NB			97	1	98					6.1	A			6.1	A								421		20					
		SB		109	130	139	378					6.0	A			6.0	A								209		40					
	Marketplace Dr at E RTC Access	EB		158		198	356			18.9	C			5.4	A	11.4	B			940	58	116								110	38	83
		WB														0.0	A	5.1	A													
		NB		174	194		368			5.5	A	1.9	A			3.5	A			130	36	72										
		SB			244	156	400					1.2	A	0.8	A	1.0	A								347		20			170	20	20
	Watson Ave at Internal Roadway	EB														0.0	A															
		WB		118		6	124			8.8	A			5.0	A	8.6	A	2.2	A						2577	46	76					
		NB			141	136	277					1.3	A	0.8	A	1.1	A								543		20					
		SB		2	239		241			3.4	A	0.3	A			0.3	A								400	20	20					
	Internal Roadway at Internal Roadway	EB		21	41	66	128			2.4	A	1.1	A	0.5	A	1.0	A								558	20	20					
		WB		37	46	21	104			2.6	A	0.3	A	0.5	A	0.6	A	1.7	A						781	20	23					
		NB		41	17	34	92			6.2	A	2.6	A	4.0	A	4.1	A								2577	36	58					
		SB		12	8	14	34			5.2	A	7.1	A	2.6	A	4.5	A								373	20	41					
	Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A															
		WB		148		230	378			19.0	B	0.3	A	5.9	A	10.5	B	10.7	B	150	63	119								545	48	86
		NB			590	101	691					15.4	B	4.0	A	13.7	B								977	113	174			305	28	51
		SB		173	604		777			13.8	B	6.4	A			8.1	A			260	59	108			1817	57	100					
	Marketplace Dr at SE MF Access	EB		98		194	292			23.9	C			16.1	C	18.8	C								321	92	177					
		WB														0.0	A	6.4	A													
		NB		206	270		476			4.5	A	1.3	A			2.7	A			130	37	66										
		SB			329	113	442					2.4	A	1.7	A	2.2	A													170	20	20
	19th St at W Frontage Rd (Signal)	EB		79	813	11	903			26.6	C	18.8	B	13.6	B	19.5	B			100	53	121		12 %	1116	181	299	12 %				
		WB		112	753	307	1,172			20.0	C	19.6	B	19.2	B	19.5	B	23.7	C	110	61	134		15 %	265	205	334	15 %				
		NB		20	50	201	271			48.6	D	47.5	D	21.4	C	28.1	C			225	20	47			888	39	81			445	79	146
		SB		352	48	101	501			46.5	D	34.3	C	14.1	B	38.9	D			280	156	254			300	47	127					
	19th St at US 52 Interchange (Signal)	EB		256	414	696	1,366			43.0	D	20.8	C			29.2	C			175	100	152			276	112	206	1 %				
		WB		343	353	268	964			44.8	D	18.8	B			31.9	C	33.7	C	555	160	241			808	83	141					
		NB		575		417	992			41.0	D					41.0	D			745	226	317								340		
		SB		217		244	461			32.6	C					32.6	C			865	118	196										

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B11a
Rochester Tech Campus
2045 Build Conditions - Mitigated
AM Peak Hour

AM Peak Hour

Intersection	Approach	Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane					Through Lane (s)					Right Turn Lane			
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] ⟶	% Block Left[2] ⟵	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] ⟶	% Block Thru[2] ⟵	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
W Circle Dr at 41st St (Signal)	EB		14	452	173	639			35.5	D	38.6	D	2.9	A	28.8	C			305	20	31			944	149	222	2 %		170	20	47
	WB		45	292	16	353			33.3	C	27.8	C	10.8	B	27.8	C	26.6	C	290	20	46			1236	74	128					
	NB		166	318	99	583			64.9	E	6.9	A	2.6	A	22.9	C			330	79	132			1197	29	79			325	20	43
	SB		40	455	29	524			62.1	E	26.0	C	4.3	A	27.3	C			270	34	79			922	138	223			270	20	31
41st St at NW MF Access	EB			504	4	508					3.1	A	3.1	A	3.1	A																
	WB		4	260		264			5.0	A	0.6	A			0.7	A	2.4	A						721	20	20					
	NB		12		10	22			9.0	A			4.2	A	6.8	A								501	20	42					
	SB														0.0	A																
41st St at 31st Ave/RTC West (Signal)	EB		90	221	147	458			11.2	B	7.7	A	4.8	A	7.5	A			200	38	84			1212	42	90			135	40	79
	WB		42	189	41	272			12.7	B	8.0	A	5.5	A	8.2	A	9.0	A	165	21	52			1336	47	88					
	NB		25	35	61	121			14.8	B	19.5	B	5.4	A	11.3	B			130	20	37			597	29	67					
	SB		83	49	54	186			15.7	B	16.5	B	6.4	A	13.0	B			150	41	84			906	45	85					
41st St at W Frontage Rd/Marketplace Dr	EB		26	227	45	298			14.8	B	11.6	B	3.9	A	10.8	B			160	20	39			1336	46	106	2 %		95	20	44
	WB		107	265	241	613			11.7	B	7.3	A	3.7	A	6.6	A	15.3	B	420	31	66			420	38	81			160	38	79
	NB		65	82	101	248			40.8	D	39.1	D	0.8	A	24.3	C			310	44	92			272	52	104			240		
	SB		140	71	32	243			38.5	D	39.3	D	16.6	B	35.9	D			270	49	100			140	46	100					
41st St at SB US 52 Ramp (Signal)	EB			311	157	468					10.4	B	4.9	A	8.5	A								450	47	114			440	20	52
	WB		266	393		659			16.8	B	6.0	A			10.1	B	14.6	B	220	83	166			576	43	100					
	NB														0.0	A																
	SB		38	420	220	678			31.3	C	30.9	C	9.1	A	23.7	C			290	20	48			951	140	211			290	54	107
41st St at NB US 52 Ramp/E Frontage Rd	EB		97	252		349			11.1	B	4.0	A			5.8	A			250	36	83			576	28	70					
	WB			531	33	564					9.2	A	5.8	A	9.0	A	12.9	B						345	68	168					
	NB		128	5	113	246			49.8	D	17.2	B	5.8	A	29.0	C			625	34	79			625	52	107			315	40	87
	SB														0.0	A																
41st St at E Frontage Rd (Signal)	EB		128	216	21	365			5.7	A	1.1	A	0.6	A	2.7	A			320	30	62			318	20	29					
	WB		13	337	44	394			4.2	A	2.9	A	1.0	A	2.7	A	4.8	A	345	20	20		1 %	457	36	101	1 %		125	20	26
	NB		18	11	9	38			46.5	D	18.8	B	10.3	B	26.5	C			225	20	44			830	20	48					
	SB		24	8	209	241			46.6	D	52.8	D	2.0	A	7.4	A			175	20	51			809	20	29			180	20	35
Marketplace Dr at SE Target Access	EB		6		11	17			6.5	A			2.7	A	4.0	A			410	20	25								60	20	31
	WB														0.0	A	0.7	A														
	NB		56	214		270			2.6	A	0.3	A			0.8	A			200	20	33											
	SB			139	12	151					0.3	A	0.2	A	0.3	A																
Marketplace Dr at Slip Ramp from 37th St	EB				5	5							3.0	A	3.0	A													110	20	23
	WB		11		158	169			5.7	A	0.0	A	3.7	A	3.8	A	1.7	A	60	20	27								390	29	52
	NB			109		109					0.5	A			0.5	A																
	SB			132	5	137					0.2	A	0.1	A	0.2	A																
W Circle Dr at Valleyhigh Dr (Signal)	EB		70	556	396	1,022			69.3	E	48.6	D	4.8	A	32.9	C			290	57	166		4 %	1110	196	332	5 %		270	20	92
	WB		68	325	78	471			65.8	E	33.5	C	2.1	A	33.2	C	34.9	C	295	41	76			1321	106	198	1 %				
	NB		269	435	112	816			60.4	E	32.9	C	8.9	A	38.8	D			350	156	243			1129	131	221			250	34	70
	SB		174	442	57	673			69.0	E	25.9	C	2.6	A	34.5	C			310	84	154			670	104	177					
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	6	186		514	700					4.4	A	7.6	A	6.7	A			525		20								525	20	65
	WB														0.0	A	6.8	A														
	NB		372	73		445			6.8	A	3.8	A			6.3	A								173		45					
	SB	3		71	188	259					7.8	A			7.8	A								1030		40					
37th St at RTC West (Signal)	EB		34	202	23	259			4.5	A	1.6	A	1.3	A	2.0	A								1294		20					
	WB		67	197	50	314			4.5	A	0.7	A	2.1	A	1.2	A	3.7	A	80	20	37			1166		20					
	NB		4	2	15	21			9.3	A	14.2	B	3.8	A	5.3	A								778	20	39					
	SB		229	14	36	279			12.2	B	5.3	A	4.1	A	10.7	B			130	68	**120**			727	27	55					
37th St at RTC East (Signal)	EB			339	45	384					24.6	C	19.7	B	24.1	C								800	106	185					
	WB		622	609		1,231			23.2	C	3.5	A			13.0	B	14.1	B	340	165	250			475	37	109					
	NB		7		285	292			30.7	C	0.2	A	3.3	A	3.8	A			680	20	22								580	20	28
	SB														0.0	A																
37th St at SB US 52 Ramp (Signal)	EB			427	197	624					7.5	A	0.2	A	5.2	A								650	42	97			200		
	WB		262	1029		1,291			46.1	D	9.3	A			16.5	B	14.8	B	265	95	152			610	103	230					
	NB														0.0	A																
	SB		44		371	415			46.1	D	1.0	A	21.6	C	23.0	C								970	30	77			635	105	182
37th St at NB US 52 Ramp (Signal)	EB		152	319		471			33.7	C	5.6	A			14.0	B			175	53	116			610	24	65					
	WB			785	19	804					18.5	B	3.5	A	18.2	B	20.7	C						405	148	231	1 %		185	20	20
	NB		506	312	364	1,182			35.2	D	28.9	C	8.7	A	25.4	C			820	137	229			1435	107	170			820	59	102
	SB														0.0	A																
37th St at 21st Ave/E Frontage Rd (Signa	EB		13	642	28	683			9.4	A	2.9	A	1.0	A	2.9	A			200	20	20			378	24	66			200	20	20
	WB		28	744	22	794			7.4	A	3.7	A	1.3	A	3.7	A	5.7	A	195	20	32			960	50	117			300	20	20
	NB		60	9	16	85			47.6	D	41.3	D	8.5	A	39.5	D			200	42	89			888	20	32					
	SB		15	8		23			46.2	D	9.2	A			22.7	C								686	20	51					
Watson Ave at RTC South	EB			14	13	27					5.9	A	2.5	A	4.3	A								983	20	37			160	20	34
	WB		139	47		186			6.5	A	1.9	A			3.4	A	3.5	A						1822	49	72					
	NB		24		215	239			4.4	A	0.1	A	3.4	A	3.5	A			380	20	34								190	39	65
	SB														0.0	A																
IBM at Internal Roadway (Roundabout) (HCS)	EB		145	30		175					4.4	A			4.4	A								1822		20					
	WB			25	34	59					4.2	A			4.2	A	5.7	A						467		20					
	NB			115	2	117					4.5	A			4.5	A								421		20					
	SB		48	55	386	489					6.7	A			6.7	A								209		55					
Marketplace Dr at E RTC Access	EB		37		42	79			6.1	A	0.2	A	2.5	A	4.1	A			940	20	38								110	20	35
	WB														0.0	A	1.6	A														
	NB		67	71		138			2.3	A	0.7	A			1.5	A			130	20	35											
	SB			86	65	151					0.4	A	0.3	A	0.4	A													170		20
Watson Ave at Internal Roadway	EB														0.0	A																
	WB		117		2	119			7.7	A			5.4	A	7.7	A	2.0	A						2577	42	70					
	NB			237	94	331					1.0	A	0.7	A	0.9	A																
	SB		8	92		100			3.6	A	0.2	A			0.4	A								400	20	20					
Internal Roadway at Internal Roadway	EB		8	27	25	60			2.2	A	0.3	A	0.2	A	0.5	A								558		20					
	WB		10	13	8	31			1.9	A	0.1	A	0.2	A	0.2	A	2.3	A						781		20					
	NB		71	5	17	93			5.7	A	2.5	A	3.6	A	4.9	A								2577	35	58					
	SB		25	19	25	69			4.8	A	6.3	A	2.8	A	4.5	A								373	27	44					
Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A																
	WB		75		126	201			20.3	C	0.1	A	5.0	A	10.0	B	9.0	A	150	37	76								545	30	59
	NB			606	162	768					12.2	B	4.3	A	10.6	B								977	99	170			305	33	67
	SB		208	400		608			11.5	B	4.2	A			6.6	A			260	60	111			1817	38	82					
Marketplace Dr at SE MF Access	EB		31		129	160			5.9	A			3.1	A	3.6	A								400	34	60					
	WB														0.0	A	1.8	A														
	NB		89	107		196			1.7	A	0.4	A			1.0	A			130	20	32											
	SB			81	47	128					1.1	A	0.7	A	0.9	A													170		20
19th St at W Frontage Rd (Signal)	EB		31	561	11	603			17.6	B	9.3	A	4.9	A	9.6	A			100	20	48		2 %	1116	82	176	2 %				
	WB		148	854	157	1,159			14.4	B	10.7	B	9.0	A	11.0	B	15.3	B	110	49	**107**		3 %	265	113	**230**	3 %				
	NB		8	14	74	96			51.5	D	54.6	D	8.0	A	17.4	B			225	20	23			888	20	49			445	34	62
	SB		216	31	34	281			50.0	D	37.5	D	14.1	B	44.2	D			280	108	196			300	23	70					
19th St at US 52 Interchange (Signal)	EB		112	328	411	851			45.6	D	24.1	C			29.4	C			175	58	99			276	86	154	1 %				
	WB		344	374	211	929			40.1	D	19.4	B			29.2	C	31.0	C	555	149	237			808	104	174					
	NB		526		457	983			31.5	C					31.5	C			745	175	261											
	SB		388		259	647			35.6	D					35.6	D			865	194	324											

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

Table B11b
Rochester Tech Campus
2045 Build Conditions - Mitigated
PM Peak Hour

Intersection	Approach	Demand Volumes					Delay (s/veh)								LOS By Approach		LOS By Intersection		Vehicle Queing Information (feet)													
																			Left Turn Lane					Through Lane (s)					Right Turn Lane			
		U	L	T	R	Total	U	LOS	L	LOS	T	LOS	R	LOS	Delay (S/Veh)	LOS	Delay (S/Veh)	LOS	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Thru[2] --->	% Block Left[2] <---	Link Length (feet)	Avg. Queue (feet)[1]	95th% Queue (feet)[1]	% Block Right[2] --->	% Block Thru[2] <---	Storage (feet)[3]	Avg. Queue (feet)[1]	95th% Queue (feet)[1]
PM Peak Hour																																
W Circle Dr at 41st St (Signal)	EB		5	526	157	688			51.3	D	46.5	D	2.9	A	37.1	D			305	20	20		1 %	944	202	288	8 %		170	20	51
	WB		196	670	39	905			58.5	E	32.3	C	26.6	C	37.9	D	31.5	C	290	91	151			1236	181	264					
	NB		401	565	179	1,145			47.2	D	8.7	A	3.8	A	21.3	C			330	126	197			1197	52	98			325	20	46
	SB		50	474	59	583			37.0	D	38.2	D	10.8	B	35.2	D			270	36	76			922	163	233			270	24	59
41st St at NW MF Access	EB			587	11	598					3.3	A	3.1	A	3.3	A																
	WB		5	746		751			4.9	A	1.2	A			1.2	A	2.3	A						721	20	24					
	NB		5		8	13			12.7	B			4.3	A	7.9	A								501	20	35					
	SB														0.0	A																
41st St at 31st Ave/RTC West (Signal)	EB		63	435	52	550			15.0	B	13.5	B	4.2	A	12.8	B			200	33	68			1212	91	173	2 %		135	22	51
	WB		65	427	62	554			15.8	B	16.5	B	9.4	A	15.6	B	14.5	B	165	34	68		2 %	1336	107	181	2 %				
	NB		93	65	74	232			15.7	B	16.2	B	11.2	B	14.7	B			130	35	72			597	52	105					
	SB		130	49	125	304			17.9	B	23.9	C	9.8	A	15.7	B			150	54	99			906	66	123					
41st St at W Frontage Rd/Marketplace Dr	EB		70	550	98	718			24.8	C	42.0	D	16.5	B	36.9	D			160	45	128		14 %	1336	187	355	33 %		95	67	166
	WB		249	231	237	717			25.2	C	18.4	B	5.7	A	16.7	B	27.9	C	420	101	180			420	57	108			160	53	94
	NB		120	167	451	738			47.5	D	48.1	D	1.8	A	19.8	B			310	89	162		5 %	272	110	190	5 %		240	20	67
	SB		408	163	50	621			42.9	D	41.0	D	27.5	C	41.1	D			270	153	262		5 %	140	114	206					
41st St at SB US 52 Ramp (Signal)	EB			887	522	1,409					34.3	C	13.2	B	26.6	C								450	266	432			440	143	356
	WB		340	503		843			17.7	B	5.8	A			10.4	B	22.4	C	220	109	215			576	46	109					
	NB														0.0	A																
	SB		72	252	208	532			46.7	D	44.3	D	8.7	A	30.9	C			290	48	105			951	94	160			290	51	87
41st St at NB US 52 Ramp/E Frontage Rd	EB		284	675		959			22.1	C	12.4	B			15.3	B			250	136	249		1 %	576	173	309					
	WB			723	112	835					32.8	C	23.1	C	31.4	C	25.1	C		345	220	351										
	NB		120	15	230	365			59.1	E	40.9	D	21.1	C	34.6	C			625	37	82			625	49	108			315	119	224
	SB														0.0	A																
41st St at E Frontage Rd (Signal)	EB		267	535	103	905			10.7	B	3.8	A	2.0	A	5.6	A			320	73	144			318	34	104					
	WB		36	406	35	477			13.9	B	10.6	B	2.1	A	10.3	B	13.6	B	345	20	45		6 %	457	111	219	6 %		125	20	41
	NB		127	54	53	234			50.5	D	50.9	D	24.9	C	44.7	D			225	84	144			830	81	159					
	SB		79	61	302	442			45.9	D	53.8	D	4.4	A	18.1	B			175	58	111			809	50	100			180	41	130
Marketplace Dr at SE Target Access	EB		52		61	113			42.2	E			7.2	A	23.2	C			410	41	100								60	32	63
	WB														0.0	A	3.5	A														
	NB		269	569		838			5.5	A	0.8	A			2.3	A			200	50	90											
	SB			374	37	411					1.0	A	0.8	A	1.0	A								510	20	20					
Marketplace Dr at Slip Ramp from 37th St	EB				8	8							4.5	A	4.5	A													110	20	29
	WB		22		406	428			12.1	B	1.1	A	12.4	B	12.4	B	4.9	A	60	20	65							23 %	390	95	174
	NB			377		377					1.5	A			1.5	A																
	SB			377	5	382					0.6	A	0.3	A	0.6	A																
W Circle Dr at Valleyhigh Dr (Signal)	EB		107	365	514	986			69.8	E	51.4	D	4.0	A	28.7	C			290	62	122			1110	137	208			270		20
	WB		134	563	189	886			57.7	E	47.0	D	3.0	A	39.5	D	32.3	C	295	67	117			1321	186	270	1 %				
	NB		530	849	111	1,490			52.3	D	26.4	C	6.3	A	34.2	C			350	227	328			1129	198	289	1 %		250	28	58
	SB		103	673	51	827			67.6	E	20.6	C	3.0	A	25.3	C			310	51	93			670	117	200					
Valleyhigh Dr at 37th St (Roundabout) (HCS)	EB	2	210		482	692			4.6	A			7.3	A	6.5	A			525		20								525		60
	WB														0.0	A	7.8	A														
	NB		618	75		693			11.1	B	3.8	A			10.3	B								173		115					
	SB	11		90	224	314					13.8	B			13.8	B								1030		80					
37th St at RTC West (Signal)	EB		65	218	5	288			4.7	A	1.6	A	1.4	A	2.3	A			65	20	39											
	WB		16	265	195	476			4.0	A	1.0	A	2.7	A	1.8	A	3.3	A	80	20	20											
	NB		18	7	50	75			9.3	A	11.0	B	4.0	A	5.8	A								778	30	54					
	SB		121	3	33	157			10.0	B	2.2	A	3.8	A	8.2	A			130	45	76			727	22	46					
37th St at RTC East (Signal)	EB			556	39	595					34.2	C	24.5	C	33.6	C								800	159	236					
	WB		394	455		849			14.4	B	2.8	A			7.9	A	15.6	B	340	82	136			475	23	67					
	NB		33		625	658			42.7	D			7.4	A	9.4	A			680	67	224								580	112	274
	SB														0.0	A																
37th St at SB US 52 Ramp (Signal)	EB			718	463	1,181					13.8	B	0.3	A	8.5	A								650	82	113			200		20
	WB		531	1113		1,644			24.1	C	8.1	A			13.3	B	14.3	B	265	148	225			610	104	203					
	NB														0.0	A																
	SB		117	5	164	286			77.7	E	26.2	C	15.9	B	40.9	D			970	108	195								635	48	85
37th St at NB US 52 Ramp (Signal)	EB		364	471		835			36.8	D	5.4	A			18.7	B			175	95	161	1 %		610	21	69					
	WB			1157	103	1,260					30.1	C	8.4	A	28.2	C	28.8	C		405	268	399	14 %		185	39	159					
	NB		487	431	543	1,461			53.0	D	45.0	D	13.0	B	35.3	D			820	191	292			1435	167	234			820	92	151
	SB														0.0	A																
37th St at 21st Ave/E Frontage Rd (Signa	EB		26	897	91	1,014			21.3	C	13.0	B	2.9	A	12.3	B			200	20	34		2 %	378	127	239	2 %		200	20	22
	WB		81	1040	44	1,165			17.4	B	12.3	B	2.3	A	12.3	B	16.8	B	195	37	97		3 %	960	152	256			300	20	21
	NB		146	41	92	279			60.6	E	40.9	D	16.9	B	43.6	D			200	107	184		1 %	888	76	189					
	SB		49	56	74	179			46.0	D	29.7	C	15.2	B	28.6	C								686	76	147	3 %		130	37	81
Watson Ave at RTC South	EB			38	20	58					6.1	A	2.7	A	4.8	A								983	22	46			160	20	40
	WB		226	12		238			6.5	A	7.8	A			6.6	A	5.2	A						1822	53	77					
	NB		8		139	147			4.2	A			3.0	A	3.1	A			380	20	22								190	30	53
	SB														0.0	A																
IBM at Internal Roadway (Roundabout) (HCS)	EB		307	74		381					7.9	A			7.9	A								1822		55					
	WB		2	72	114	188					6.7	A			6.7	A	6.8	A						467		30					
	NB			97	1	98					6.1	A			6.1	A								421		20					
	SB		109	130	139	378					6.0	A			6.0	A								209		40					
Marketplace Dr at E RTC Access	EB		158		198	356			18.8	C			5.5	A	11.2	B			940	55	114								110	38	84
	WB														0.0	A	5.0	A														
	NB		174	194		368			5.4	A	1.8	A			3.5	A			130	38	68											
	SB			244	156	400					1.2	A	0.9	A	1.1	A								347		20			170	20	20
Watson Ave at Internal Roadway	EB														0.0	A																
	WB		118		6	124			8.7	A			5.8	A	8.6	A	2.2	A						2577	45	74					
	NB			141	136	277					1.2	A	0.7	A	1.0	A																
	SB		2	239		241			3.3	A	0.3	A			0.3	A								400	20	20					
Internal Roadway at Internal Roadway	EB		21	41	66	128			2.3	A	1.1	A	0.5	A	1.0	A								558	20	20					
	WB		37	46	21	104			2.6	A	0.3	A	0.4	A	0.6	A	1.6	A						781	20	26					
	NB		41	17	34	92			6.5	A	2.3	A	3.8	A	3.9	A								2577	35	56					
	SB		12	8	14	34			5.1	A	6.8	A	2.7	A	4.4	A								373	20	39					
Valleyhigh Dr at Watson Ave (Signal)	EB														0.0	A																
	WB		148		230	378			18.2	B	0.3	A	5.7	A	10.1	B	10.1	B	150	58	107								545	46	84
	NB			590	101	691					14.1	B	3.7	A	12.6	B								977	105	167			305	26	51
	SB		173	604		777			12.4	B	6.6	A			7.8	A			260	56	97			1817	60	104					
Marketplace Dr at SE MF Access	EB		98		194	292			22.3	C			14.3	B	17.1	C								321	87	162					
	WB														0.0	A	6.0	A														
	NB		206	270		476			4.6	A	1.3	A			2.8	A			130	40	73											
	SB			329	113	442					2.4	A	1.7	A	2.2	A								1854		20			170	20	20
19th St at W Frontage Rd (Signal)	EB		79	813	11	903			26.7	C	19.3	B	18.7	B	19.9	B			100	52	120		11 %	1116	186	306	11 %				
	WB		112	753	307	1,172			21.8	C	20.3	C	19.3	B	20.2	C	24.4	C	110	64	144		16 %	265	215	345	16 %				
	NB		20	50	201	271			47.3	D	46.7	D	21.3	C	27.8	C			225	20	47			888	40	87			445	80	144
	SB		352	48	101	501			48.5	D	32.6	C	14.8	B	40.4	D			280	165	272			300	52	138					
19th St at US 52 Interchange (Signal)	EB		256	414	696	1,366			42.0	D	19.8	B			28.2	C			175	100	151		1 %	276	108	205					
	WB		343	353	268	964			43.4	D	18.6	B			31.0	C	33.1	C	555	158	231			808	83	152					
	NB		575		417	992			41.1	D					41.1	D			745	230	327											
	SB		217		244	461			32.5	C					32.5	C			865	119	196											

NOTES
1. If the reported queue is greater than zero (0), but less than 20 ft, a minimum of 20 ft is reported.
2. Block Percentage is proportion of analysis time (1 hour) the storage lane or through lane is blocked or blocking.
3. Multiple storage lanes of different length are averaged together to show the "Effective Storage Length" per lane.

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2028
Time Analyzed	AM Peak Hour 7:30-8:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	37th Ave at Valleyhigh Dr
E/W Street Name	Valleyhigh Dr
N/S Street Name	37th Ave/Valleyhigh Dr
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0
Lane Assignment			L						L		T				TR	
Volume (V), veh/h	4	186		378					0	255	73		5		71	188
Percent Heavy Vehicles, %	2	2		2					2	2	2		2		2	2
Flow Rate (v_{PCE}), pc/h	5	211		428					0	289	83		6		80	213
Right-Turn Bypass	Yielding				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763				4.5436	4.5436			4.9763	
Follow-Up Headway, s		2.6087	2.6087				2.5352	2.5352			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		216	428				289	83			299	
Entry Volume, veh/h		212	420				283	81			293	
Circulating Flow (v_c), pc/h	86			594			222			294		
Exiting Flow (v_{ex}), pc/h	0			507			300			80		
Capacity (c_{pce}), pc/h		1264	1272				1160	1160			1022	
Capacity (c), veh/h		1239	1247				1138	1138			1002	
v/c Ratio (x)		0.17	0.34				0.25	0.07			0.29	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4	6.0				5.5	3.8			6.5	
Lane LOS		A	A				A	A			A	
95% Queue Length, Q_{95} (veh)		0.6	1.5				1.0	0.2			1.2	
95% Queue Length, Q_{95} (ft)		15.2	38.1				25.4	5.1			30.5	
Approach Delay, s/veh | LOS	5.5	A					5.1	A		6.5	A	
Intersection Delay, s/veh | LOS	5.6						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2028
Time Analyzed	PM Peak Hour 4:30-5:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	37th Ave at Valleyhigh Dr
E/W Street Name	Valleyhigh Dr
N/S Street Name	37th Ave/Valleyhigh Dr
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0
Lane Assignment			L						L		T				TR	
Volume (V), veh/h	2	210		340					0	445	75		5		90	226
Percent Heavy Vehicles, %	1	1		1					1	1	1		1		1	1
Flow Rate (v_{PCE}), pc/h	2	236		382					0	499	84		6		101	254
Right-Turn Bypass	Yielding				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763				4.5436	4.5436			4.9763	
Follow-Up Headway, s		2.6087	2.6087				2.5352	2.5352			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		238	382				499	84			361	
Entry Volume, veh/h		236	378				494	83			357	
Circulating Flow (v_c), pc/h	107			827			244			501		
Exiting Flow (v_{ex}), pc/h	0			755			326			101		
Capacity (c_{pce}), pc/h		1237	1245				1137	1137			828	
Capacity (c), veh/h		1225	1233				1126	1126			820	
v/c Ratio (x)		0.19	0.31				0.44	0.07			0.44	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.6	5.7				7.9	3.8			9.9	
Lane LOS		A	A				A	A			A	
95% Queue Length, Q_{95} (veh)		0.7	1.3				2.3	0.2			2.2	
95% Queue Length, Q_{95} (ft)		17.6	32.8				58.0	5.0			55.4	
Approach Delay, s/veh | LOS	5.3	A					7.3	A		9.9	A	
Intersection Delay, s/veh | LOS	7.1						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2029
Time Analyzed	AM Peak Hour 7:30-8:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	37th Ave at Valleyhigh Dr
E/W Street Name	Valleyhigh Dr
N/S Street Name	37th Ave/Valleyhigh Dr
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0
Lane Assignment			L						L		T				TR	
Volume (V), veh/h	4	186		431					0	302	73		5		71	188
Percent Heavy Vehicles, %	2	2		2					2	2	2		2		2	2
Flow Rate (v_{PCE}), pc/h	5	211		488					0	342	83		6		80	213
Right-Turn Bypass	Yielding				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763				4.5436	4.5436			4.9763	
Follow-Up Headway, s		2.6087	2.6087				2.5352	2.5352			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		216	488				342	83			299	
Entry Volume, veh/h		212	478				335	81			293	
Circulating Flow (v_c), pc/h	86			647			222			347		
Exiting Flow (v_{ex}), pc/h	0			560			300			80		
Capacity (c_{pce}), pc/h		1264	1272				1160	1160			969	
Capacity (c), veh/h		1239	1247				1138	1138			950	
v/c Ratio (x)		0.17	0.38				0.29	0.07			0.31	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4	6.6				6.0	3.8			7.0	
Lane LOS		A	A				A	A			A	
95% Queue Length, Q_{95} (veh)		0.6	1.8				1.2	0.2			1.3	
95% Queue Length, Q_{95} (ft)		15.2	45.7				30.5	5.1			33.0	
Approach Delay, s/veh | LOS	5.9	A					5.5	A		7.0	A	
Intersection Delay, s/veh | LOS	6.0						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2029
Time Analyzed	PM Peak Hour 4:30-5:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	37th Ave at Valleyhigh Dr
E/W Street Name	Valleyhigh Dr
N/S Street Name	37th Ave/Valleyhigh Dr
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0
Lane Assignment			L						L		T				TR	
Volume (V), veh/h	2	210		395					0	503	75		5		90	224
Percent Heavy Vehicles, %	1	1		1					1	1	1		1		1	1
Flow Rate (v_{PCE}), pc/h	2	236		443					0	564	84		6		101	251
Right-Turn Bypass	Yielding				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763				4.5436	4.5436			4.9763	
Follow-Up Headway, s		2.6087	2.6087				2.5352	2.5352			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		238	443				564	84			358	
Entry Volume, veh/h		236	439				558	83			354	
Circulating Flow (v_c), pc/h	107			892			244			566		
Exiting Flow (v_{ex}), pc/h	0			817			326			101		
Capacity (c_{pce}), pc/h		1237	1245				1137	1137			775	
Capacity (c), veh/h		1225	1233				1126	1126			767	
v/c Ratio (x)		0.19	0.36				0.50	0.07			0.46	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.6	6.3				8.8	3.8			11.0	
Lane LOS		A	A				A	A			B	
95% Queue Length, Q_{95} (veh)		0.7	1.6				2.8	0.2			2.5	
95% Queue Length, Q_{95} (ft)		17.6	40.3				70.6	5.0			63.0	
Approach Delay, s/veh | LOS	5.7	A					8.1	A		11.0	B	
Intersection Delay, s/veh | LOS	7.8						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2045
Time Analyzed	AM Peak Hour 7:30-8:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	37th Ave at Valleyhigh Dr
E/W Street Name	Valleyhigh Dr
N/S Street Name	37th Ave/Valleyhigh Dr
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0
Lane Assignment			L						L		T				TR	
Volume (V), veh/h	4	186		514					0	372	73		5		71	188
Percent Heavy Vehicles, %	2	2		2					2	2	2		2		2	2
Flow Rate (v_{PCE}), pc/h	5	211		583					0	422	83		6		80	213
Right-Turn Bypass	Yielding				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763				4.5436	4.5436			4.9763	
Follow-Up Headway, s		2.6087	2.6087				2.5352	2.5352			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		216	583				422	83			299	
Entry Volume, veh/h		212	572				414	81			293	
Circulating Flow (v_c), pc/h	86			727			222			427		
Exiting Flow (v_{ex}), pc/h	0			640			300			80		
Capacity (c_{pce}), pc/h		1264	1272				1160	1160			893	
Capacity (c), veh/h		1239	1247				1138	1138			875	
v/c Ratio (x)		0.17	0.46				0.36	0.07			0.33	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4	7.6				6.8	3.8			7.8	
Lane LOS		A	A				A	A			A	
95% Queue Length, Q_{95} (veh)		0.6	2.5				1.7	0.2			1.5	
95% Queue Length, Q_{95} (ft)		15.2	63.5				43.2	5.1			38.1	
Approach Delay, s/veh | LOS	6.7	A					6.3	A		7.8	A	
Intersection Delay, s/veh | LOS	6.8						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2045
Time Analyzed	PM Peak Hour 4:30-5:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	37th Ave at Valleyhigh Dr
E/W Street Name	Valleyhigh Dr
N/S Street Name	37th Ave/Valleyhigh Dr
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0
Lane Assignment			L						L		T				TR	
Volume (V), veh/h	2	210		482					0	618	75		5		90	224
Percent Heavy Vehicles, %	1	1		1					1	1	1		1		1	1
Flow Rate (v_{PCE}), pc/h	2	236		541					0	694	84		6		101	251
Right-Turn Bypass	Yielding				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763				4.5436	4.5436			4.9763	
Follow-Up Headway, s		2.6087	2.6087				2.5352	2.5352			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		238	541				694	84			358	
Entry Volume, veh/h		236	536				687	83			354	
Circulating Flow (v_c), pc/h	107			1022			244			696		
Exiting Flow (v_{ex}), pc/h	0			947			326			101		
Capacity (c_{pce}), pc/h		1237	1245				1137	1137			679	
Capacity (c), veh/h		1225	1233				1126	1126			672	
v/c Ratio (x)		0.19	0.43				0.61	0.07			0.53	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.6	7.3				11.1	3.8			13.8	
Lane LOS		A	A				B	A			B	
95% Queue Length, Q_{95} (veh)		0.7	2.2				4.4	0.2			3.1	
95% Queue Length, Q_{95} (ft)		17.6	55.4				110.9	5.0			78.1	
Approach Delay, s/veh | LOS	6.5	A					10.3	B		13.8	B	
Intersection Delay, s/veh | LOS	9.4						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2028
Time Analyzed	AM Peak Hour 7:30-8:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	RTC East at RTC South
E/W Street Name	RTC South
N/S Street Name	RTC East
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	95	16	0	0	0	16	9	0	0	81	0	0	13	43	325
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	108	18	0	0	0	18	10	0	0	92	0	0	15	49	368
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		126			28			92			432	
Entry Volume, veh/h		124			27			90			424	
Circulating Flow (v_c), pc/h	64			200			141			18		
Exiting Flow (v_{ex}), pc/h	33			386			210			49		
Capacity (c_{pce}), pc/h		1293			1125			1195			1355	
Capacity (c), veh/h		1267			1103			1172			1328	
v/c Ratio (x)		0.10			0.02			0.08			0.32	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.6			3.5			3.7			5.6	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.3			0.1			0.2			1.4	
95% Queue Length, Q_{95} (ft)		7.6			2.5			5.1			35.6	
Approach Delay, s/veh | LOS	3.6	A		3.5	A		3.7	A		5.6	A	
Intersection Delay, s/veh | LOS	4.9						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2028
Time Analyzed	PM Peak Hour 4:30-5:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	RTC East at RTC South
E/W Street Name	RTC South
N/S Street Name	RTC East
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	260	42	0	0	0	41	43	0	0	79	0	0	39	104	96
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	292	47	0	0	0	46	48	0	0	89	0	0	44	117	108
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		339			94			89			269	
Entry Volume, veh/h		336			93			88			266	
Circulating Flow (v_c), pc/h	161			381			383			46		
Exiting Flow (v_{ex}), pc/h	91			154			429			117		
Capacity (c_{pce}), pc/h		1171			936			934			1317	
Capacity (c), veh/h		1159			926			924			1304	
v/c Ratio (x)		0.29			0.10			0.10			0.20	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.8			4.8			4.8			4.5	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		1.2			0.3			0.3			0.8	
95% Queue Length, Q_{95} (ft)		30.2			7.6			7.6			20.2	
Approach Delay, s/veh | LOS	5.8	A		4.8	A		4.8	A		4.5	A	
Intersection Delay, s/veh | LOS	5.1						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2029
Time Analyzed	AM Peak Hour 7:30-8:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	RTC East at RTC South
E/W Street Name	RTC South
N/S Street Name	RTC East
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	145	30	0	0	0	25	34	0	0	115	2	0	48	55	386
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	164	34	0	0	0	28	39	0	0	130	2	0	54	62	437
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		198			67			132			553	
Entry Volume, veh/h		194			66			129			542	
Circulating Flow (v_c), pc/h	116			294			252			28		
Exiting Flow (v_{ex}), pc/h	90			465			333			62		
Capacity (c_{pce}), pc/h		1226			1022			1067			1341	
Capacity (c), veh/h		1202			1002			1046			1315	
v/c Ratio (x)		0.16			0.07			0.12			0.41	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4			4.2			4.5			6.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.6			0.2			0.4			2.1	
95% Queue Length, Q_{95} (ft)		15.2			5.1			10.2			53.3	
Approach Delay, s/veh | LOS	4.4	A		4.2	A		4.5	A		6.7	A	
Intersection Delay, s/veh | LOS	5.7						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2029
Time Analyzed	PM Peak Hour 4:30-5:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	37th Ave at Valleyhigh Dr
E/W Street Name	Valleyhigh Dr
N/S Street Name	37th Ave/Valleyhigh Dr
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0
Lane Assignment			L						L		T				TR	
Volume (V), veh/h	2	210		395					0	503	75		5		90	224
Percent Heavy Vehicles, %	1	1		1					1	1	1		1		1	1
Flow Rate (v_{PCE}), pc/h	2	236		443					0	564	84		6		101	251
Right-Turn Bypass	Yielding				None				None				None			
Conflicting Lanes	1								1				1			
Pedestrians Crossing, p/h	0								0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763	4.9763				4.5436	4.5436			4.9763	
Follow-Up Headway, s		2.6087	2.6087				2.5352	2.5352			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		238	443				564	84			358	
Entry Volume, veh/h		236	439				558	83			354	
Circulating Flow (v_c), pc/h	107			892			244			566		
Exiting Flow (v_{ex}), pc/h	0			817			326			101		
Capacity (c_{pce}), pc/h		1237	1245				1137	1137			775	
Capacity (c), veh/h		1225	1233				1126	1126			767	
v/c Ratio (x)		0.19	0.36				0.50	0.07			0.46	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.6	6.3				8.8	3.8			11.0	
Lane LOS		A	A				A	A			B	
95% Queue Length, Q_{95} (veh)		0.7	1.6				2.8	0.2			2.5	
95% Queue Length, Q_{95} (ft)		17.6	40.3				70.6	5.0			63.0	
Approach Delay, s/veh | LOS	5.7	A					8.1	A		11.0	B	
Intersection Delay, s/veh | LOS	7.8						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2045
Time Analyzed	AM Peak Hour 7:30-8:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	RTC East at RTC South
E/W Street Name	RTC South
N/S Street Name	RTC East
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	145	30	0	0	0	25	34	0	0	115	2	0	48	55	386
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	164	34	0	0	0	28	39	0	0	130	2	0	54	62	437
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		198			67			132			553	
Entry Volume, veh/h		194			66			129			542	
Circulating Flow (v_c), pc/h	116			294			252			28		
Exiting Flow (v_{ex}), pc/h	90			465			333			62		
Capacity (c_{pce}), pc/h		1226			1022			1067			1341	
Capacity (c), veh/h		1202			1002			1046			1315	
v/c Ratio (x)		0.16			0.07			0.12			0.41	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4			4.2			4.5			6.7	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		0.6			0.2			0.4			2.1	
95% Queue Length, Q_{95} (ft)		15.2			5.1			10.2			53.3	
Approach Delay, s/veh | LOS	4.4	A		4.2	A		4.5	A		6.7	A	
Intersection Delay, s/veh | LOS	5.7						A					

HCS Roundabouts Report

General Information

Analyst	Leo Johnson
Agency or Co.	
Date Performed	9/11/2024
Analysis Year	2045
Time Analyzed	PM Peak Hour 4:30-5:30 PM
Project Description	Build - Rochester Tech Campus



Site Information

Intersection	RTC East at RTC South
E/W Street Name	RTC South
N/S Street Name	RTC East
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.90
Jurisdiction	Rochester

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	307	74	0	0	2	72	114	0	0	97	1	0	109	130	139
Percent Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Flow Rate (v_{PCE}), pc/h	0	345	83	0	0	2	81	128	0	0	109	1	0	122	146	156
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		428			211			110			424	
Entry Volume, veh/h		424			209			109			420	
Circulating Flow (v_c), pc/h	270			454			550			83		
Exiting Flow (v_{ex}), pc/h	206			237			582			148		
Capacity (c_{pce}), pc/h		1048			868			787			1268	
Capacity (c), veh/h		1037			860			780			1255	
v/c Ratio (x)		0.41			0.24			0.14			0.33	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.9			6.7			6.1			6.0	
Lane LOS		A			A			A			A	
95% Queue Length, Q_{95} (veh)		2.0			1.0			0.5			1.5	
95% Queue Length, Q_{95} (ft)		50.4			25.2			12.6			37.8	
Approach Delay, s/veh | LOS	7.9	A		6.7	A		6.1	A		6.0	A	
Intersection Delay, s/veh | LOS	6.8						A					

Appendix C

Warrant Analysis

37th St at Valleyhigh Dr - Build Phase 2 2028
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: 37th St at Valleyhigh Dr
COUNTY: Olmsted
REF. POINT: 0
DATE: 4/5/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
45	Major App1:	Valleyhigh Dr	NB	2	4894
45	Major App3:	Valleyhigh Dr	EB	2	6672
30	Minor App2:	37th St	SB	1	2897
30	Minor App4:	-	WB	1	0

0.70 SPEED FACTOR USED? **Yes**

Minimum Volume Requirement
210 **140**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	203	383	157	0	586	157	**YES / YES**
7:00 - 8:00	358	604	242	0	962	242	**YES / YES**
8:00 - 9:00	325	523	211	0	848	211	**YES / YES**
9:00 - 10:00	289	430	191	0	719	191	**YES / YES**
10:00 - 11:00	296	400	178	0	696	178	**YES / YES**
11:00 - 12:00	366	515	186	0	881	186	**YES / YES**
12:00 - 13:00	446	578	221	0	1024	221	**YES / YES**
13:00 - 14:00	405	525	199	0	930	199	**YES / YES**
14:00 - 15:00	431	529	209	0	960	209	**YES / YES**
15:00 - 16:00	470	609	291	0	1079	291	**YES / YES**
16:00 - 17:00	539	590	297	0	1129	297	**YES / YES**
17:00 - 18:00	508	578	304	0	1086	304	**YES / YES**
18:00 - 19:00	258	408	211	0	666	211	**YES / YES**
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**4894**	**6672**	**2897**	**0**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	13	8

All-way Stop Warrant: **Satisfied**

REMARKS:

37th St at Valleyhigh Dr - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at Valleyhigh Dr
COUNTY: Olmsted
REF. POINT: 0
DATE: 4/5/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
45	Major App1:	Valleyhigh Dr	NB	2	4894
45	Major App3:	Valleyhigh Dr	EB	2	6672
30	Minor App2:	37th St	SB	1	785
30	Minor App4:	-	WB	1	0

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	420	630	504
Minor Approach	105	53	84

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	203	383	41	0	586	41	YES / NO	NO / NO	YES / NO
7:00 - 8:00	358	604	66	0	962	66	YES / NO	**YES / YES**	YES / NO
8:00 - 9:00	325	523	57	0	848	57	YES / NO	**YES / YES**	YES / NO
9:00 - 10:00	289	430	51	0	719	51	YES / NO	YES / NO	YES / NO
10:00 - 11:00	296	400	48	0	696	48	YES / NO	YES / NO	YES / NO
11:00 - 12:00	366	515	50	0	881	50	YES / NO	YES / NO	YES / NO
12:00 - 13:00	446	578	60	0	1024	60	YES / NO	**YES / YES**	YES / NO
13:00 - 14:00	405	525	54	0	930	54	YES / NO	**YES / YES**	YES / NO
14:00 - 15:00	431	529	57	0	960	57	YES / NO	**YES / YES**	YES / NO
15:00 - 16:00	470	609	79	0	1079	79	YES / NO	**YES / YES**	YES / NO
16:00 - 17:00	539	590	83	0	1129	83	YES / NO	**YES / YES**	YES / NO
17:00 - 18:00	508	578	84	0	1086	84	YES / NO	**YES / YES**	**YES / YES**
18:00 - 19:00	258	408	55	0	666	55	YES / NO	**YES / YES**	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**4894**	**6672**	**785**	**0**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	**9**	8	**Satisfied**
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	**9**	8	**Satisfied**
1A & 1B	Combination of Warrants	1	8	Not satisfied
Warrant 2	**Four Hour Volumes**	**4**	4	**Satisfied**
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	5	8	Not satisfied

COMMENTS:

37th St at Valleyhigh Dr - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at Valleyhigh Dr
COUNTY: Olmsted
REF. POINT: 0
DATE: 4/5/2025

OPERATOR: LJ

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**

85th% Speed	Approach Description		Lanes	Approach
45	Major App1:	Valleyhigh Dr	2	4894
45	Major App3:	Valleyhigh Dr	2	6672
30	Minor App2:	37th St	1	785
30	Minor App4:	-	1	0

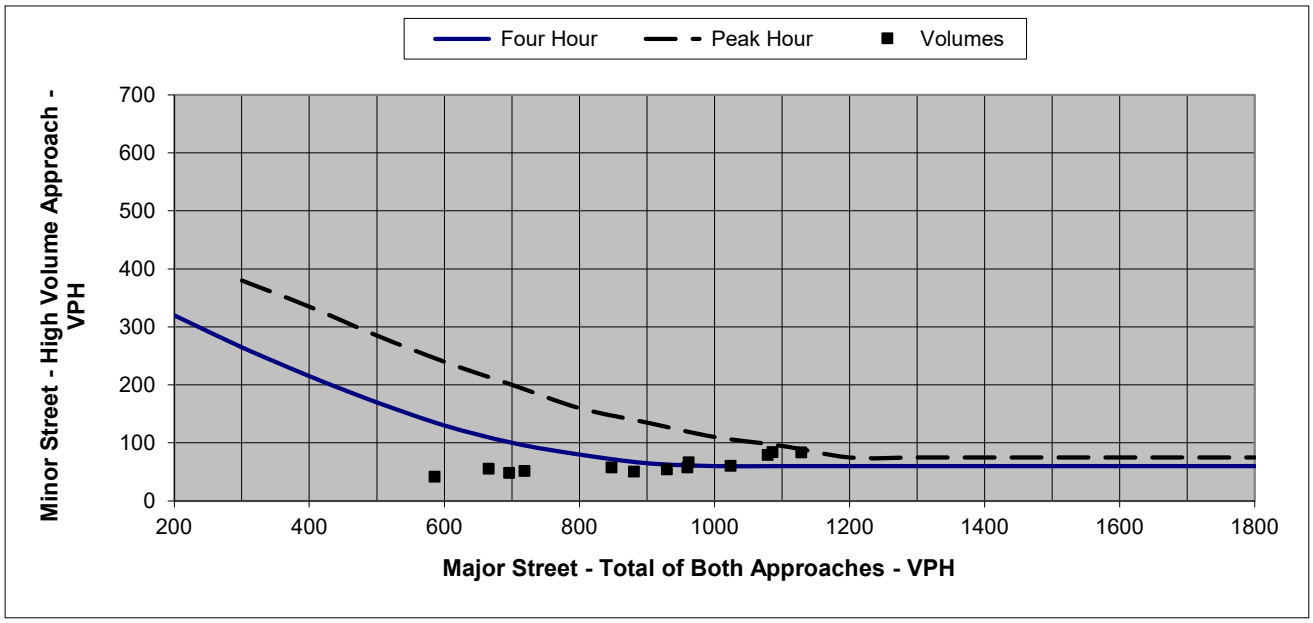


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	320	
300	265	380
400	215	335
500	170	285
600	130	240
700	100	200
800	80	160
900	65	135
1000	60	110
1100	60	95
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	586	41	NO	NO
7:00 - 8:00	962	66	**YES**	NO
8:00 - 9:00	848	57	NO	NO
9:00 - 10:00	719	51	NO	NO
10:00 - 11:00	696	48	NO	NO
11:00 - 12:00	881	50	NO	NO
12:00 - 13:00	1024	60	NO	NO
13:00 - 14:00	930	54	NO	NO
14:00 - 15:00	960	57	NO	NO
15:00 - 16:00	1079	79	**YES**	NO
16:00 - 17:00	1129	83	**YES**	NO
17:00 - 18:00	1086	84	**YES**	NO
18:00 - 19:00	666	55	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

37th St at Valleyhigh Dr - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at Valleyhigh Dr
COUNTY: Olmsted
REF. POINT: 0
DATE: 4/5/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
45	Major App1:	Valleyhigh Dr	NB	1	5618
30	Major App3:	37th St	SB	1	2906
45	Minor App2:	Valleyhigh Dr	EB	2	2199
30	Minor App4:	-	WB	1	0

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	350	525	420
Minor Approach	140	70	112

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	235	157	150	0	392	150	**YES / YES**	NO / YES	NO / YES
7:00 - 8:00	410	243	194	0	653	194	**YES / YES**	**YES / YES**	**YES / YES**
8:00 - 9:00	375	212	172	0	587	172	**YES / YES**	**YES / YES**	**YES / YES**
9:00 - 10:00	334	191	144	0	525	144	**YES / YES**	**YES / YES**	**YES / YES**
10:00 - 11:00	349	178	130	0	527	130	YES / NO	**YES / YES**	**YES / YES**
11:00 - 12:00	429	186	150	0	615	150	**YES / YES**	**YES / YES**	**YES / YES**
12:00 - 13:00	512	221	174	0	733	174	**YES / YES**	**YES / YES**	**YES / YES**
13:00 - 14:00	465	199	154	0	664	154	**YES / YES**	**YES / YES**	**YES / YES**
14:00 - 15:00	486	209	165	0	695	165	**YES / YES**	**YES / YES**	**YES / YES**
15:00 - 16:00	528	291	200	0	819	200	**YES / YES**	**YES / YES**	**YES / YES**
16:00 - 17:00	605	300	203	0	905	203	**YES / YES**	**YES / YES**	**YES / YES**
17:00 - 18:00	579	308	203	0	887	203	**YES / YES**	**YES / YES**	**YES / YES**
18:00 - 19:00	311	211	160	0	522	160	**YES / YES**	NO / YES	**YES / YES**
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**5618**	**2906**	**2199**	**0**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	12	8	**Satisfied**
Warrant 1A	Minimum Vehicular Volume	12	8	**Satisfied**
Warrant 1B	Interruption of Continuous Flow	11	8	**Satisfied**
1A & 1B	Combination of Warrants	12	8	**Satisfied**
Warrant 2	**Four Hour Volumes**	9	4	**Satisfied**
Warrant 3	**Peak Hour Volumes**	3	1	**Satisfied**
Warrant 7	**Crash Experience**	8	8	Crashes Insufficient

COMMENTS:

37th St at Valleyhigh Dr - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at Valleyhigh Dr
COUNTY: Olmsted
REF. POINT: 0
DATE: 4/5/2025

OPERATOR: LJ

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**

85th% Speed	Approach Description		Lanes	Approach
45	Major App1:	Valleyhigh Dr	1	5618
30	Major App3:	37th St	1	2906
45	Minor App2:	Valleyhigh Dr	2	2199
30	Minor App4:	-	1	0

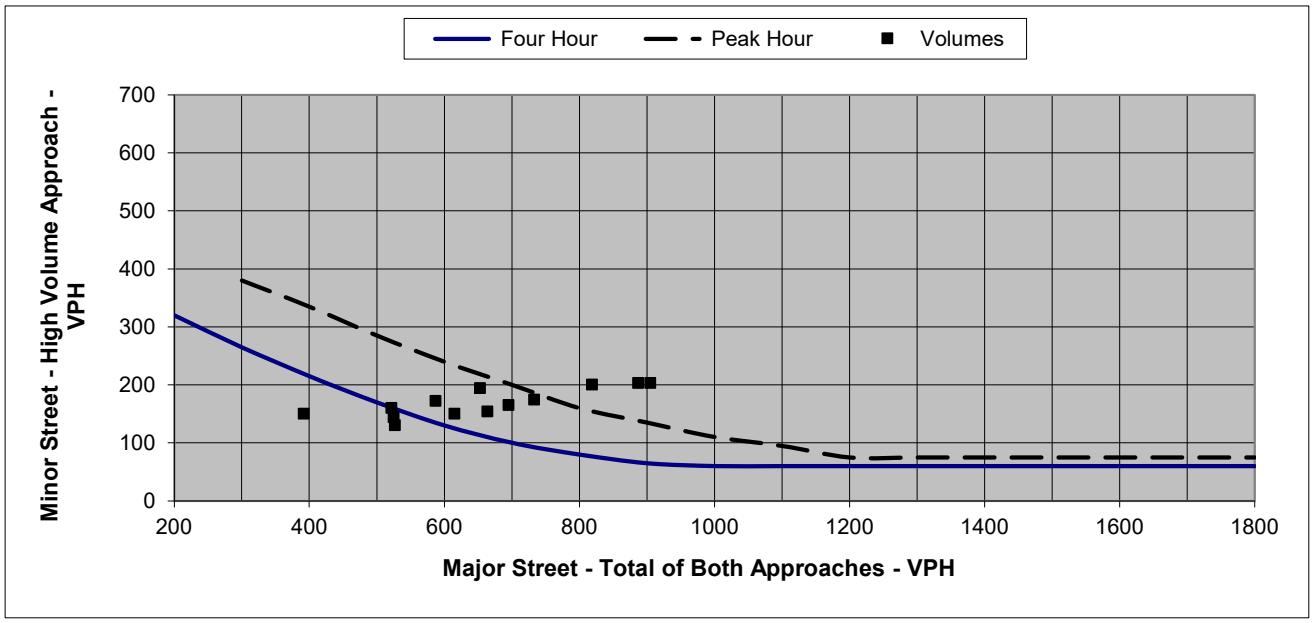


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	320	
300	265	380
400	215	335
500	170	285
600	130	240
700	100	200
800	80	160
900	65	135
1000	60	110
1100	60	95
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	392	150	NO	NO
7:00 - 8:00	653	194	**YES**	NO
8:00 - 9:00	587	172	**YES**	NO
9:00 - 10:00	525	144	NO	NO
10:00 - 11:00	527	130	NO	NO
11:00 - 12:00	615	150	**YES**	NO
12:00 - 13:00	733	174	**YES**	NO
13:00 - 14:00	664	154	**YES**	NO
14:00 - 15:00	695	165	**YES**	NO
15:00 - 16:00	819	200	**YES**	**YES**
16:00 - 17:00	905	203	**YES**	**YES**
17:00 - 18:00	887	203	**YES**	**YES**
18:00 - 19:00	522	160	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

37th St at RTC West - Build Phase 1 2027 - No 37th St Connection
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
30	Major App1:	TH 371	EB	2	117
30	Major App3:	TH 371	WB	2	2286
30	Minor App2:	RTC W	NB	1	393
30	Minor App4:	RTCW	SB	1	1979

0.70 SPEED FACTOR USED? **No**

	Minimum Volume Requirement	
	300	**200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	1	77	11	174	78	185	NO / NO
7:00 - 8:00	10	161	20	309	171	329	NO / YES
8:00 - 9:00	8	150	21	256	158	277	NO / YES
9:00 - 10:00	5	122	23	113	127	136	NO / NO
10:00 - 11:00	7	115	25	97	122	122	NO / NO
11:00 - 12:00	12	155	31	119	167	150	NO / NO
12:00 - 13:00	12	201	35	160	213	195	NO / NO
13:00 - 14:00	8	168	27	133	176	160	NO / NO
14:00 - 15:00	7	158	26	114	165	140	NO / NO
15:00 - 16:00	9	221	46	131	230	177	NO / NO
16:00 - 17:00	17	303	54	137	320	191	YES / NO
17:00 - 18:00	18	302	56	142	320	198	YES / NO
18:00 - 19:00	3	153	18	94	156	112	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**117**	**2286**	**393**	**1979**			

	Met (Hr)	**Required (Hr)**
Hours met for warrant:	**0**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

37th St at RTC West - Build Phase 1 2027 - No 37th St Connection
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	TH 371	EB	2	117
30	Major App3:	TH 371	WB	2	2286
30	Minor App2:	RTC W	NB	1	118
30	Minor App4:	RTCW	SB	1	1958

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	600	900	720
Minor Approach	150	75	120

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	1	77	4	173	78	173	NO / YES	NO / YES	NO / YES
7:00 - 8:00	10	161	6	305	171	305	NO / YES	NO / YES	NO / YES
8:00 - 9:00	8	150	6	252	158	252	NO / YES	NO / YES	NO / YES
9:00 - 10:00	5	122	8	112	127	112	NO / NO	NO / YES	NO / NO
10:00 - 11:00	7	115	8	96	122	96	NO / NO	NO / YES	NO / NO
11:00 - 12:00	12	155	10	118	167	118	NO / NO	NO / YES	NO / NO
12:00 - 13:00	12	201	11	158	213	158	NO / YES	NO / YES	NO / YES
13:00 - 14:00	8	168	9	131	176	131	NO / NO	NO / YES	NO / YES
14:00 - 15:00	7	158	8	112	165	112	NO / NO	NO / YES	NO / NO
15:00 - 16:00	9	221	14	130	230	130	NO / NO	NO / YES	NO / YES
16:00 - 17:00	17	303	14	136	320	136	NO / NO	NO / YES	NO / YES
17:00 - 18:00	18	302	14	141	320	141	NO / NO	NO / YES	NO / YES
18:00 - 19:00	3	153	6	94	156	94	NO / NO	NO / YES	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**117**	**2286**	**118**	**1958**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	0	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B	Combination of Warrants	0	8	Not satisfied
Warrant 2	**Four Hour Volumes**	0	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	0	8	Not satisfied

COMMENTS:

37th St at RTC West - Build Phase 1 2027 - No 37th St Connection
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	TH 371	2	117
30	Major App3:	TH 371	2	2286
30	Minor App2:	RTC W	1	118
30	Minor App4:	RTCW	1	1958

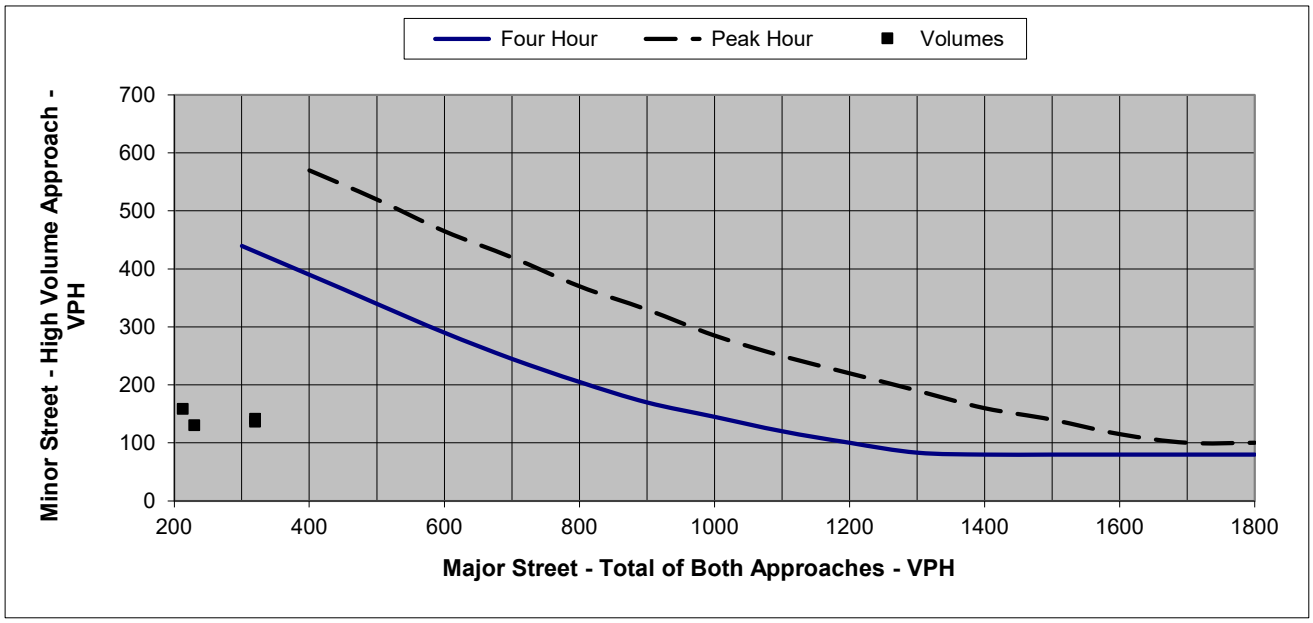


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	440	
400	390	570
500	340	520
600	290	465
700	245	420
800	205	370
900	170	330
1000	145	285
1100	120	250
1200	100	220
1300	83	190
1400	80	160
1500	80	140
1600	80	115
1700	80	100
1800	80	100

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	78	173	NO	NO
7:00 - 8:00	171	305	NO	NO
8:00 - 9:00	158	252	NO	NO
9:00 - 10:00	127	112	NO	NO
10:00 - 11:00	122	96	NO	NO
11:00 - 12:00	167	118	NO	NO
12:00 - 13:00	213	158	NO	NO
13:00 - 14:00	176	131	NO	NO
14:00 - 15:00	165	112	NO	NO
15:00 - 16:00	230	130	NO	NO
16:00 - 17:00	320	136	NO	NO
17:00 - 18:00	320	141	NO	NO
18:00 - 19:00	156	94	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

37th St at RTC West - Build Phase 2 2028
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

85th% Speed	Approach Description	Direction:	Lanes	Approach Total
30	Major App1: TH 371	EB	2	3017
30	Major App3: TH 371	WB	2	3764
30	Minor App2: RTC W	NB	1	411
30	Minor App4: RTCW	SB	1	1942

0.70 SPEED FACTOR USED? **No**

Minimum Volume Requirement
300 **200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	204	156	13	157	360	170	YES / NO
7:00 - 8:00	266	279	22	273	545	295	**YES / YES**
8:00 - 9:00	236	255	21	226	491	247	**YES / YES**
9:00 - 10:00	197	225	23	115	422	138	YES / NO
10:00 - 11:00	179	208	26	98	387	124	YES / NO
11:00 - 12:00	207	252	33	120	459	153	YES / NO
12:00 - 13:00	240	314	38	152	554	190	YES / NO
13:00 - 14:00	214	271	26	130	485	156	YES / NO
14:00 - 15:00	227	271	28	118	498	146	YES / NO
15:00 - 16:00	273	380	49	141	653	190	YES / NO
16:00 - 17:00	277	440	56	146	717	202	**YES / YES**
17:00 - 18:00	277	444	56	152	721	208	**YES / YES**
18:00 - 19:00	220	269	20	114	489	134	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**3017**	**3764**	**411**	**1942**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	**4**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

37th St at RTC West - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	TH 371	EB	2	3017
30	Major App3:	TH 371	WB	2	3764
30	Minor App2:	RTC W	NB	1	144
30	Minor App4:	RTCW	SB	1	1573

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	600	900	720
Minor Approach	150	75	120

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	204	156	6	134	360	134	NO / NO	NO / YES	NO / YES
7:00 - 8:00	266	279	8	238	545	238	NO / YES	NO / YES	NO / YES
8:00 - 9:00	236	255	6	196	491	196	NO / YES	NO / YES	NO / YES
9:00 - 10:00	197	225	8	90	422	90	NO / NO	NO / YES	NO / NO
10:00 - 11:00	179	208	9	75	387	75	NO / NO	NO / YES	NO / NO
11:00 - 12:00	207	252	12	97	459	97	NO / NO	NO / YES	NO / NO
12:00 - 13:00	240	314	14	126	554	126	NO / NO	NO / YES	NO / YES
13:00 - 14:00	214	271	9	106	485	106	NO / NO	NO / YES	NO / NO
14:00 - 15:00	227	271	10	91	498	91	NO / NO	NO / YES	NO / NO
15:00 - 16:00	273	380	17	106	653	106	YES / NO	NO / YES	NO / NO
16:00 - 17:00	277	440	19	112	717	112	YES / NO	NO / YES	NO / NO
17:00 - 18:00	277	444	18	117	721	117	YES / NO	NO / YES	YES / NO
18:00 - 19:00	220	269	8	85	489	85	NO / NO	NO / YES	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**3017**	**3764**	**144**	**1573**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	0	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B	Combination of Warrants	0	8	Not satisfied
Warrant 2	**Four Hour Volumes**	0	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	3	8	Not satisfied

COMMENTS:

37th St at RTC West - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	TH 371	2	3017
30	Major App3:	TH 371	2	3764
30	Minor App2:	RTC W	1	144
30	Minor App4:	RTCW	1	1573

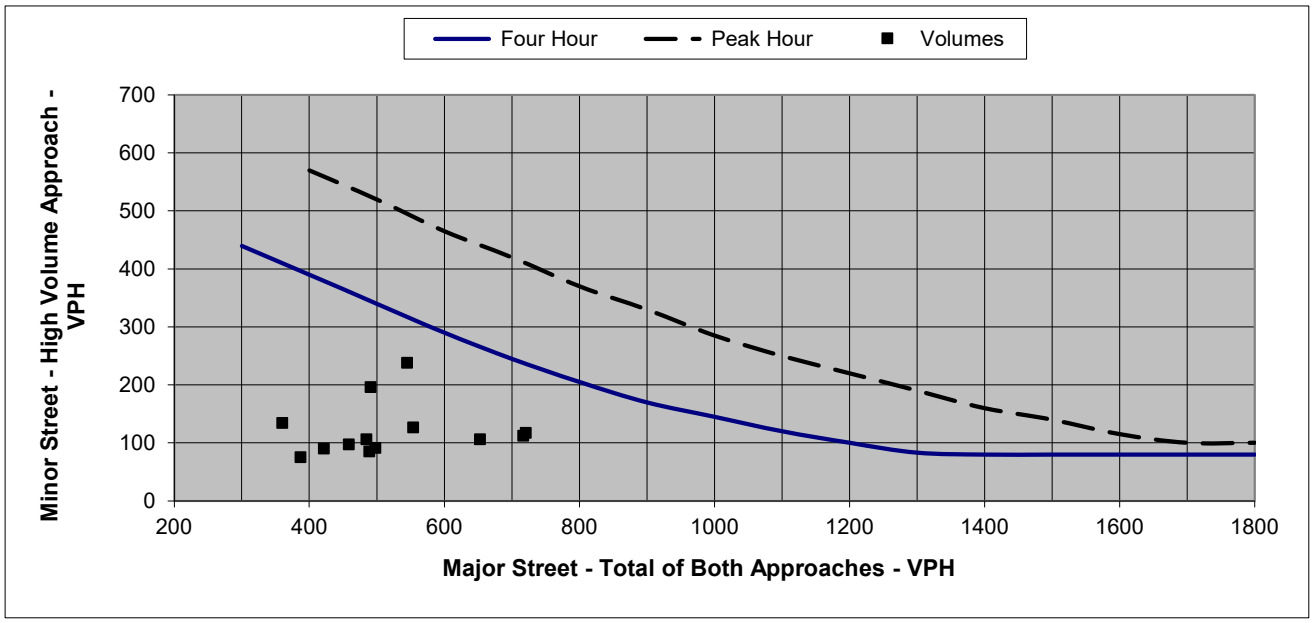


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	440	
400	390	570
500	340	520
600	290	465
700	245	420
800	205	370
900	170	330
1000	145	285
1100	120	250
1200	100	220
1300	83	190
1400	80	160
1500	80	140
1600	80	115
1700	80	100
1800	80	100

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	360	134	NO	NO
7:00 - 8:00	545	238	NO	NO
8:00 - 9:00	491	196	NO	NO
9:00 - 10:00	422	90	NO	NO
10:00 - 11:00	387	75	NO	NO
11:00 - 12:00	459	97	NO	NO
12:00 - 13:00	554	126	NO	NO
13:00 - 14:00	485	106	NO	NO
14:00 - 15:00	498	91	NO	NO
15:00 - 16:00	653	106	NO	NO
16:00 - 17:00	717	112	NO	NO
17:00 - 18:00	721	117	NO	NO
18:00 - 19:00	489	85	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

37th St at RTC West - Full Build Out 2029
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description	Direction:	Lanes	Approach Total
30	Major App1: TH 371	EB	2	3018
30	Major App3: TH 371	WB	2	3777
30	Minor App2: RTC W	NB	1	418
30	Minor App4: RTCW	SB	1	1945

0.70 SPEED FACTOR USED? **No**

Minimum Volume Requirement
300 **200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	204	156	13	158	360	171	YES / NO
7:00 - 8:00	267	279	22	272	546	294	**YES / YES**
8:00 - 9:00	236	257	21	227	493	248	**YES / YES**
9:00 - 10:00	196	226	23	115	422	138	YES / NO
10:00 - 11:00	179	208	26	98	387	124	YES / NO
11:00 - 12:00	207	250	33	118	457	151	YES / NO
12:00 - 13:00	239	314	38	153	553	191	YES / NO
13:00 - 14:00	213	271	27	130	484	157	YES / NO
14:00 - 15:00	226	272	28	117	498	145	YES / NO
15:00 - 16:00	273	379	50	140	652	190	YES / NO
16:00 - 17:00	279	447	58	148	726	206	**YES / YES**
17:00 - 18:00	279	449	59	155	728	214	**YES / YES**
18:00 - 19:00	220	269	20	114	489	134	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**3018**	**3777**	**418**	**1945**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	**4**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

37th St at RTC West - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	TH 371	EB	2	3018
30	Major App3:	TH 371	WB	2	3777
30	Minor App2:	RTC W	NB	1	147
30	Minor App4:	RTCW	SB	1	1575

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	600	900	720
Minor Approach	150	75	120

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	204	156	6	135	360	135	NO / NO	NO / YES	NO / YES
7:00 - 8:00	267	279	8	237	546	237	NO / YES	NO / YES	NO / YES
8:00 - 9:00	236	257	6	196	493	196	NO / YES	NO / YES	NO / YES
9:00 - 10:00	196	226	8	90	422	90	NO / NO	NO / YES	NO / NO
10:00 - 11:00	179	208	9	75	387	75	NO / NO	NO / YES	NO / NO
11:00 - 12:00	207	250	12	95	457	95	NO / NO	NO / YES	NO / NO
12:00 - 13:00	239	314	14	127	553	127	NO / NO	NO / YES	NO / YES
13:00 - 14:00	213	271	9	106	484	106	NO / NO	NO / YES	NO / NO
14:00 - 15:00	226	272	10	90	498	90	NO / NO	NO / YES	NO / NO
15:00 - 16:00	273	379	18	105	652	105	YES / NO	NO / YES	NO / NO
16:00 - 17:00	279	447	20	114	726	114	YES / NO	NO / YES	YES / NO
17:00 - 18:00	279	449	19	120	728	120	YES / NO	NO / YES	**YES / YES**
18:00 - 19:00	220	269	8	85	489	85	NO / NO	NO / YES	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**3018**	**3777**	**147**	**1575**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	1	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B	Combination of Warrants	1	8	Not satisfied
Warrant 2	**Four Hour Volumes**	0	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	4	8	Not satisfied

COMMENTS:

37th St at RTC West - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at RTC West
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	TH 371	2	3018
30	Major App3:	TH 371	2	3777
30	Minor App2:	RTC W	1	147
30	Minor App4:	RTCW	1	1575

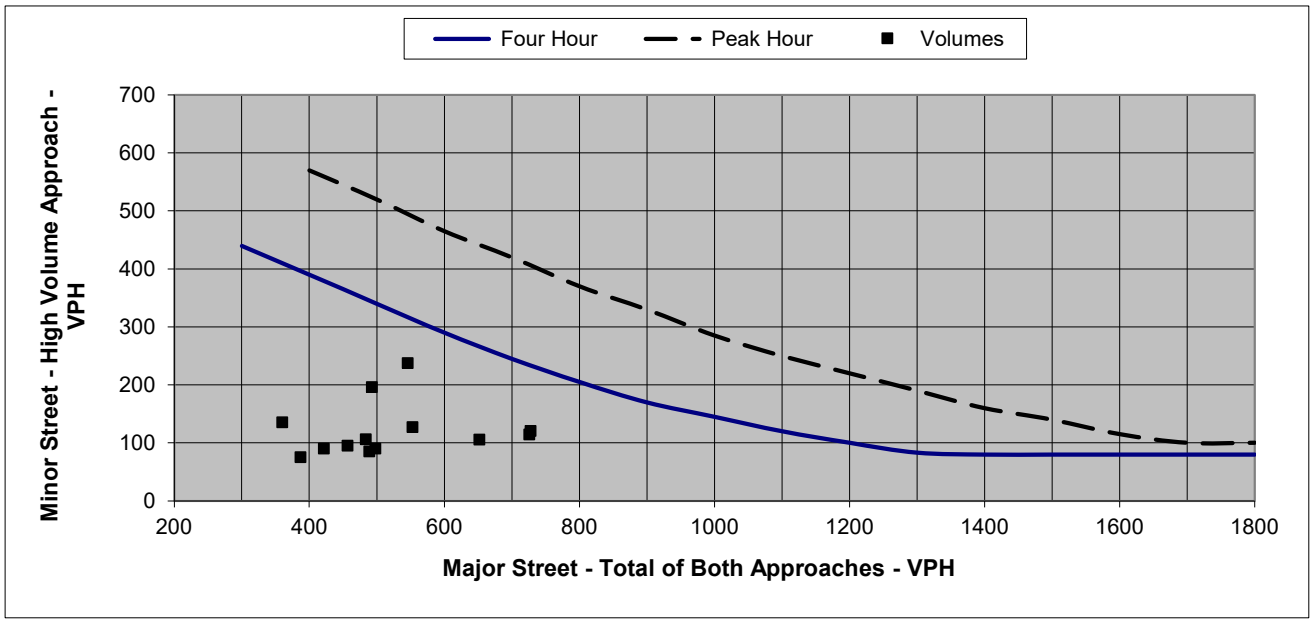


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	440	
400	390	570
500	340	520
600	290	465
700	245	420
800	205	370
900	170	330
1000	145	285
1100	120	250
1200	100	220
1300	83	190
1400	80	160
1500	80	140
1600	80	115
1700	80	100
1800	80	100

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	360	135	NO	NO
7:00 - 8:00	546	237	NO	NO
8:00 - 9:00	493	196	NO	NO
9:00 - 10:00	422	90	NO	NO
10:00 - 11:00	387	75	NO	NO
11:00 - 12:00	457	95	NO	NO
12:00 - 13:00	553	127	NO	NO
13:00 - 14:00	484	106	NO	NO
14:00 - 15:00	498	90	NO	NO
15:00 - 16:00	652	105	NO	NO
16:00 - 17:00	726	114	NO	NO
17:00 - 18:00	728	120	NO	NO
18:00 - 19:00	489	85	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

37th St at RTC East - Build Phase 1 2027 - No 37th St Connection
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
30	Major App1:	TH 371	EB	2	3217
30	Major App3:	TH 371	WB	3	5411
30	Minor App2:	RTC E	NB	2	2612
30	Minor App4:	-	SB	0	0

0.70 SPEED FACTOR USED? **No**

	Minimum Volume Requirement	
	300	**200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	122	442	51	0	564	51	YES / NO
7:00 - 8:00	252	805	116	0	1057	116	YES / NO
8:00 - 9:00	228	694	118	0	922	118	YES / NO
9:00 - 10:00	163	310	117	0	473	117	YES / NO
10:00 - 11:00	165	272	145	0	437	145	YES / NO
11:00 - 12:00	251	347	217	0	598	217	**YES / YES**
12:00 - 13:00	263	495	266	0	758	266	**YES / YES**
13:00 - 14:00	218	408	217	0	626	217	**YES / YES**
14:00 - 15:00	211	336	179	0	547	179	YES / NO
15:00 - 16:00	336	356	287	0	692	287	**YES / YES**
16:00 - 17:00	409	380	385	0	789	385	**YES / YES**
17:00 - 18:00	429	375	401	0	804	401	**YES / YES**
18:00 - 19:00	170	191	113	0	361	113	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**3217**	**5411**	**2612**	**0**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	**6**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

37th St at RTC East - Build Phase 1 2027 - No 37th St Connection
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	TH 371	EB	2	3217
30	Major App3:	TH 371	WB	3	5411
30	Minor App2:	RTC E	NB	2	1524
30	Minor App4:	-	SB	0	0

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	600	900	720
Minor Approach	200	100	160

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	122	442	36	0	564	36	NO / NO	NO / NO	NO / NO
7:00 - 8:00	252	805	75	0	1057	75	YES / NO	YES / NO	YES / NO
8:00 - 9:00	228	694	76	0	922	76	YES / NO	YES / NO	YES / NO
9:00 - 10:00	163	310	70	0	473	70	NO / NO	NO / NO	NO / NO
10:00 - 11:00	165	272	84	0	437	84	NO / NO	NO / NO	NO / NO
11:00 - 12:00	251	347	125	0	598	125	NO / NO	NO / YES	NO / NO
12:00 - 13:00	263	495	154	0	758	154	YES / NO	NO / YES	YES / NO
13:00 - 14:00	218	408	126	0	626	126	YES / NO	NO / YES	NO / NO
14:00 - 15:00	211	336	103	0	547	103	NO / NO	NO / YES	NO / NO
15:00 - 16:00	336	356	164	0	692	164	YES / NO	NO / YES	NO / YES
16:00 - 17:00	409	380	217	0	789	217	**YES / YES**	NO / YES	**YES / YES**
17:00 - 18:00	429	375	225	0	804	225	**YES / YES**	NO / YES	**YES / YES**
18:00 - 19:00	170	191	69	0	361	69	NO / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**3217**	**5411**	**1524**	**0**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	2	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	2	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B	Combination of Warrants	2	8	Not satisfied
Warrant 2	**Four Hour Volumes**	0	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	3	8	Not satisfied

COMMENTS:

37th St at RTC East - Build Phase 1 2027 - No 37th St Connection
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	TH 371	2	3217
30	Major App3:	TH 371	3	5411
30	Minor App2:	RTC E	2	1524
30	Minor App4:	-	0	0

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

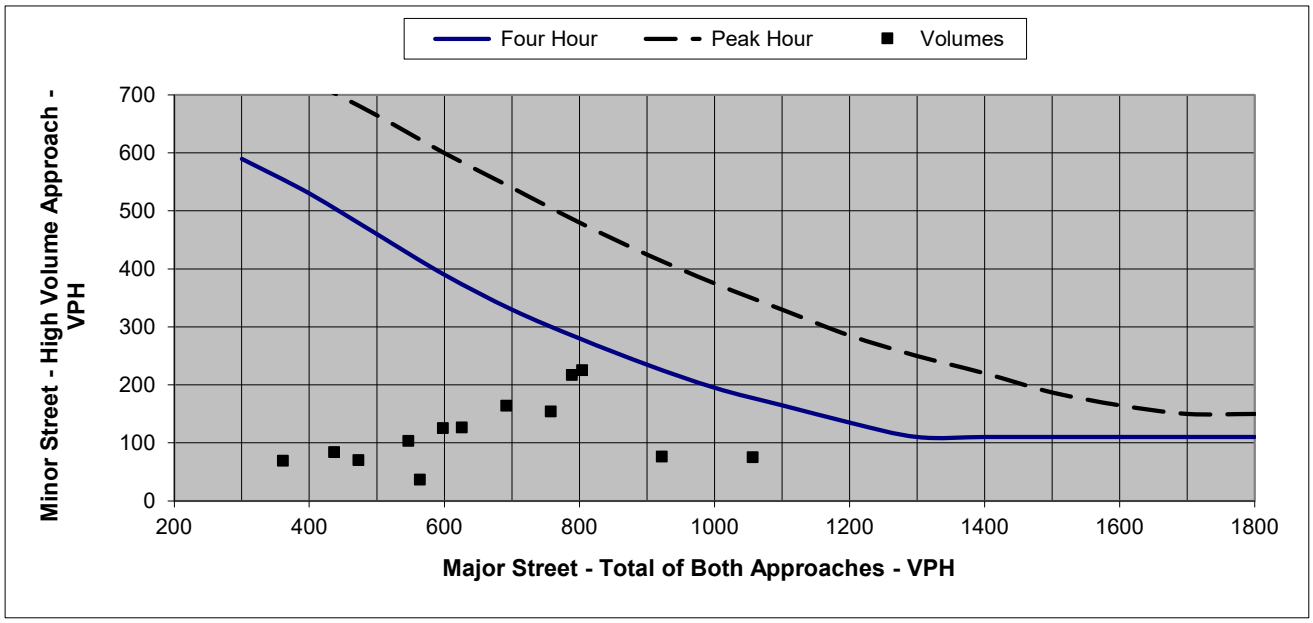


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	590	
400	530	725
500	460	665
600	390	600
700	330	540
800	280	480
900	235	425
1000	195	375
1100	165	330
1200	135	285
1300	110	250
1400	110	220
1500	110	187
1600	110	165
1700	110	150
1800	110	150

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	564	36	NO	NO
7:00 - 8:00	1057	75	NO	NO
8:00 - 9:00	922	76	NO	NO
9:00 - 10:00	473	70	NO	NO
10:00 - 11:00	437	84	NO	NO
11:00 - 12:00	598	125	NO	NO
12:00 - 13:00	758	154	NO	NO
13:00 - 14:00	626	126	NO	NO
14:00 - 15:00	547	103	NO	NO
15:00 - 16:00	692	164	NO	NO
16:00 - 17:00	789	217	NO	NO
17:00 - 18:00	804	225	NO	NO
18:00 - 19:00	361	69	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

37th St at RTC East - Build Phase 2 2028
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
30	Major App1:	TH 371	EB	2	4935
30	Major App3:	TH 371	WB	3	7585
30	Minor App2:	RTC E	NB	2	3105
30	Minor App4:	-	SB	0	0

0.70 SPEED FACTOR USED? **No**

Minimum Volume Requirement	
300	**200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	247	535	79	0	782	79	YES / NO
7:00 - 8:00	383	954	168	0	1337	168	YES / NO
8:00 - 9:00	341	829	169	0	1170	169	YES / NO
9:00 - 10:00	289	450	158	0	739	158	YES / NO
10:00 - 11:00	278	412	189	0	690	189	YES / NO
11:00 - 12:00	374	497	259	0	871	259	**YES / YES**
12:00 - 13:00	400	671	309	0	1071	309	**YES / YES**
13:00 - 14:00	344	576	265	0	920	265	**YES / YES**
14:00 - 15:00	352	508	217	0	860	217	**YES / YES**
15:00 - 16:00	502	582	322	0	1084	322	**YES / YES**
16:00 - 17:00	545	593	398	0	1138	398	**YES / YES**
17:00 - 18:00	565	590	414	0	1155	414	**YES / YES**
18:00 - 19:00	315	388	158	0	703	158	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**4935**	**7585**	**3105**	**0**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	**7**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

37th St at RTC East - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	TH 371	EB	2	4935
30	Major App3:	TH 371	WB	3	7585
30	Minor App2:	RTC E	NB	2	1651
30	Minor App4:	-	SB	0	0

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	600	900	720
Minor Approach	200	100	160

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	247	535	43	0	782	43	YES / NO	NO / NO	YES / NO
7:00 - 8:00	383	954	87	0	1337	87	YES / NO	YES / NO	YES / NO
8:00 - 9:00	341	829	89	0	1170	89	YES / NO	YES / NO	YES / NO
9:00 - 10:00	289	450	85	0	739	85	YES / NO	NO / NO	YES / NO
10:00 - 11:00	278	412	101	0	690	101	YES / NO	NO / YES	NO / NO
11:00 - 12:00	374	497	139	0	871	139	YES / NO	NO / YES	YES / NO
12:00 - 13:00	400	671	165	0	1071	165	YES / NO	**YES / YES**	**YES / YES**
13:00 - 14:00	344	576	141	0	920	141	YES / NO	**YES / YES**	YES / NO
14:00 - 15:00	352	508	114	0	860	114	YES / NO	NO / YES	YES / NO
15:00 - 16:00	502	582	170	0	1084	170	YES / NO	**YES / YES**	**YES / YES**
16:00 - 17:00	545	593	212	0	1138	212	**YES / YES**	**YES / YES**	**YES / YES**
17:00 - 18:00	565	590	220	0	1155	220	**YES / YES**	**YES / YES**	**YES / YES**
18:00 - 19:00	315	388	85	0	703	85	YES / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**4935**	**7585**	**1651**	**0**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	5	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	2	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	5	8	Not satisfied
1A & 1B	Combination of Warrants	4	8	Not satisfied
Warrant 2	**Four Hour Volumes**	3	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	10	8	Crashes Insufficient

COMMENTS:

37th St at RTC East - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	TH 371	2	4935
30	Major App3:	TH 371	3	7585
30	Minor App2:	RTC E	2	1651
30	Minor App4:	-	0	0

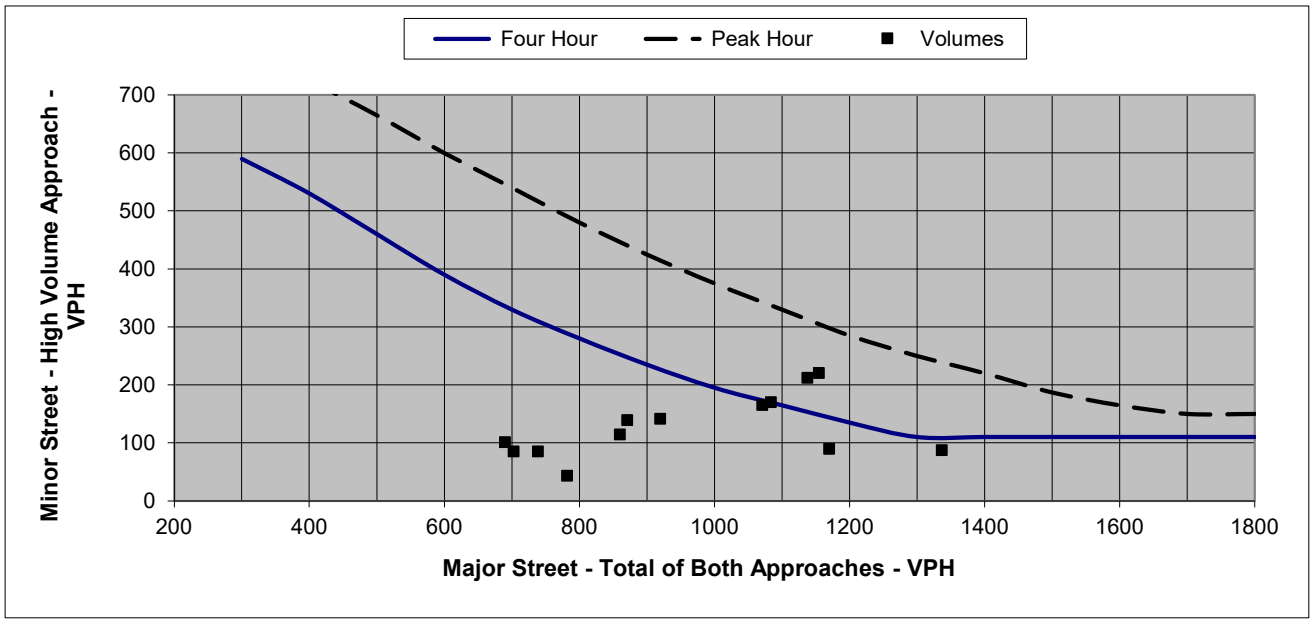


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	590	
400	530	725
500	460	665
600	390	600
700	330	540
800	280	480
900	235	425
1000	195	375
1100	165	330
1200	135	285
1300	110	250
1400	110	220
1500	110	187
1600	110	165
1700	110	150
1800	110	150

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	782	43	NO	NO
7:00 - 8:00	1337	87	NO	NO
8:00 - 9:00	1170	89	NO	NO
9:00 - 10:00	739	85	NO	NO
10:00 - 11:00	690	101	NO	NO
11:00 - 12:00	871	139	NO	NO
12:00 - 13:00	1071	165	NO	NO
13:00 - 14:00	920	141	NO	NO
14:00 - 15:00	860	114	NO	NO
15:00 - 16:00	1084	170	**YES**	NO
16:00 - 17:00	1138	212	**YES**	NO
17:00 - 18:00	1155	220	**YES**	NO
18:00 - 19:00	703	85	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

37th St at RTC East - Full Build Out 2029
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
30	Major App1:	TH 371	EB	2	4966
30	Major App3:	TH 371	WB	3	9251
30	Minor App2:	RTC E	NB	2	4817
30	Minor App4:	-	SB	0	0

0.70 SPEED FACTOR USED? **No**

	Minimum Volume Requirement	
	300	**200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	248	568	149	0	816	149	YES / NO
7:00 - 8:00	382	1056	282	0	1438	282	**YES / YES**
8:00 - 9:00	342	945	280	0	1287	280	**YES / YES**
9:00 - 10:00	289	547	264	0	836	264	**YES / YES**
10:00 - 11:00	278	519	317	0	797	317	**YES / YES**
11:00 - 12:00	373	631	406	0	1004	406	**YES / YES**
12:00 - 13:00	400	832	465	0	1232	465	**YES / YES**
13:00 - 14:00	346	726	413	0	1072	413	**YES / YES**
14:00 - 15:00	353	642	340	0	995	340	**YES / YES**
15:00 - 16:00	503	721	453	0	1224	453	**YES / YES**
16:00 - 17:00	558	756	558	0	1314	558	**YES / YES**
17:00 - 18:00	579	761	590	0	1340	590	**YES / YES**
18:00 - 19:00	315	547	300	0	862	300	**YES / YES**
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**4966**	**9251**	**4817**	**0**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	12	8

All-way Stop Warrant: **Satisfied**

REMARKS:

37th St at RTC East - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	TH 371	EB	2	4966
30	Major App3:	TH 371	WB	3	9251
30	Minor App2:	RTC E	NB	2	2511
30	Minor App4:	-	SB	0	0

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	600	900	720
Minor Approach	200	100	160

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	248	568	77	0	816	77	YES / NO	NO / NO	YES / NO
7:00 - 8:00	382	1056	145	0	1438	145	YES / NO	**YES / YES**	YES / NO
8:00 - 9:00	342	945	145	0	1287	145	YES / NO	**YES / YES**	YES / NO
9:00 - 10:00	289	547	137	0	836	137	YES / NO	NO / YES	YES / NO
10:00 - 11:00	278	519	165	0	797	165	YES / NO	NO / YES	**YES / YES**
11:00 - 12:00	373	631	211	0	1004	211	**YES / YES**	**YES / YES**	**YES / YES**
12:00 - 13:00	400	832	244	0	1232	244	**YES / YES**	**YES / YES**	**YES / YES**
13:00 - 14:00	346	726	216	0	1072	216	**YES / YES**	**YES / YES**	**YES / YES**
14:00 - 15:00	353	642	176	0	995	176	YES / NO	**YES / YES**	**YES / YES**
15:00 - 16:00	503	721	237	0	1224	237	**YES / YES**	**YES / YES**	**YES / YES**
16:00 - 17:00	558	756	293	0	1314	293	**YES / YES**	**YES / YES**	**YES / YES**
17:00 - 18:00	579	761	309	0	1340	309	**YES / YES**	**YES / YES**	**YES / YES**
18:00 - 19:00	315	547	156	0	862	156	YES / NO	NO / YES	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**4966**	**9251**	**2511**	**0**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	9	8	**Satisfied**
Warrant 1A	Minimum Vehicular Volume	6	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	9	8	**Satisfied**
1A & 1B	Combination of Warrants	8	8	**Satisfied**
Warrant 2	**Four Hour Volumes**	8	4	**Satisfied**
Warrant 3	**Peak Hour Volumes**	2	1	**Satisfied**
Warrant 7	**Crash Experience**	12	8	Crashes Insufficient

COMMENTS:

37th St at RTC East - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: 37th St at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	TH 371	2	4966
30	Major App3:	TH 371	3	9251
30	Minor App2:	RTC E	2	2511
30	Minor App4:	-	0	0

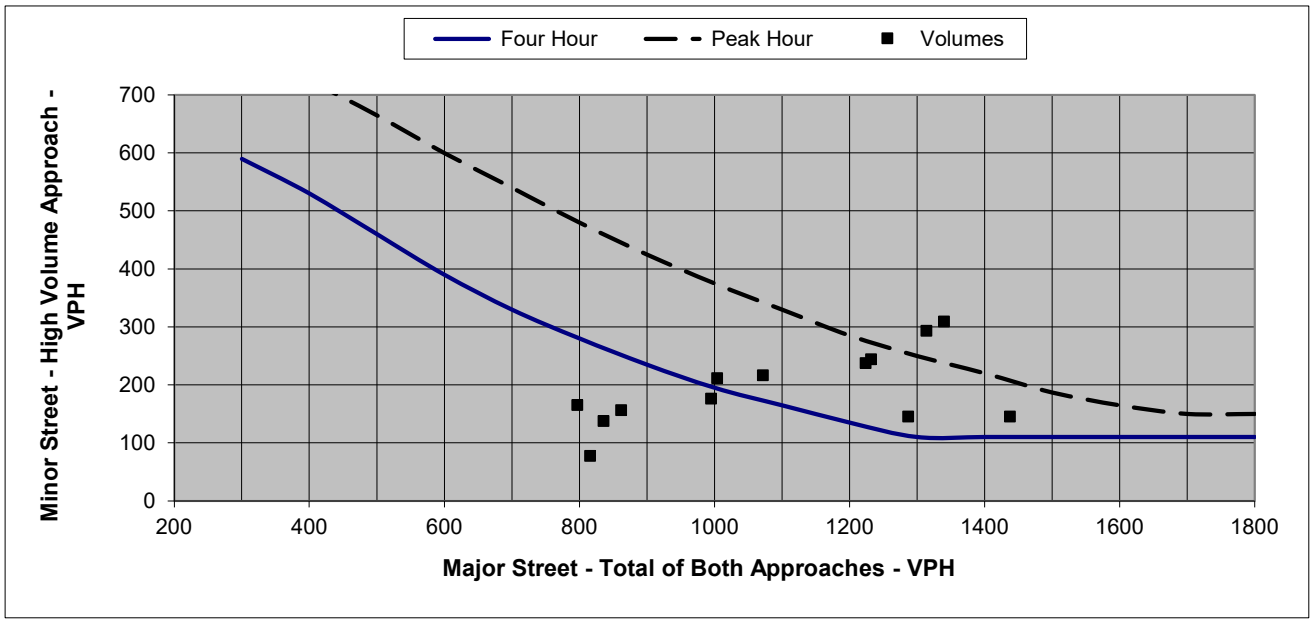


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	590	
400	530	725
500	460	665
600	390	600
700	330	540
800	280	480
900	235	425
1000	195	375
1100	165	330
1200	135	285
1300	110	250
1400	110	220
1500	110	187
1600	110	165
1700	110	150
1800	110	150

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	816	77	NO	NO
7:00 - 8:00	1438	145	**YES**	NO
8:00 - 9:00	1287	145	**YES**	NO
9:00 - 10:00	836	137	NO	NO
10:00 - 11:00	797	165	NO	NO
11:00 - 12:00	1004	211	**YES**	NO
12:00 - 13:00	1232	244	**YES**	NO
13:00 - 14:00	1072	216	**YES**	NO
14:00 - 15:00	995	176	NO	NO
15:00 - 16:00	1224	237	**YES**	NO
16:00 - 17:00	1314	293	**YES**	**YES**
17:00 - 18:00	1340	309	**YES**	**YES**
18:00 - 19:00	862	156	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

RTC South at RTC East - Full Build Out 2029
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
30	Major App1:	RTC E	NB	1	0
30	Major App3:	Internal Roadw	SB	1	2001
30	Minor App2:	RTC S	EB	1	1940
30	Minor App4:	East RTC Acc	WB	1	537

0.70 SPEED FACTOR USED? **No**

Minimum Volume Requirement	
300	**200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	0	153	53	8	153	61	NO / NO
7:00 - 8:00	0	301	119	20	301	139	YES / NO
8:00 - 9:00	0	259	117	22	259	139	NO / NO
9:00 - 10:00	0	108	94	22	108	116	NO / NO
10:00 - 11:00	0	108	112	34	108	146	NO / NO
11:00 - 12:00	0	135	159	46	135	205	NO / YES
12:00 - 13:00	0	184	182	56	184	238	NO / YES
13:00 - 14:00	0	157	144	56	157	200	NO / YES
14:00 - 15:00	0	125	129	47	125	176	NO / NO
15:00 - 16:00	0	145	206	48	145	254	NO / YES
16:00 - 17:00	0	137	269	66	137	335	NO / YES
17:00 - 18:00	0	136	279	70	136	349	NO / YES
18:00 - 19:00	0	53	77	42	53	119	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**0**	**2001**	**1940**	**537**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	**0**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

RTC South at RTC East - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	RTC E	NB	1	0
30	Major App3:	Internal Roadway	SB	1	2001
30	Minor App2:	RTC S	EB	1	1940
30	Minor App4:	East RTC Access	WB	1	431

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	500	750	600
Minor Approach	150	75	120

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	0	153	53	8	153	53	NO / NO	NO / NO	NO / NO
7:00 - 8:00	0	301	119	18	301	119	NO / NO	NO / YES	NO / NO
8:00 - 9:00	0	259	117	18	259	117	NO / NO	NO / YES	NO / NO
9:00 - 10:00	0	108	94	18	108	94	NO / NO	NO / YES	NO / NO
10:00 - 11:00	0	108	112	27	108	112	NO / NO	NO / YES	NO / NO
11:00 - 12:00	0	135	159	38	135	159	NO / YES	NO / YES	NO / YES
12:00 - 13:00	0	184	182	44	184	182	NO / YES	NO / YES	NO / YES
13:00 - 14:00	0	157	144	44	157	144	NO / NO	NO / YES	NO / YES
14:00 - 15:00	0	125	129	38	125	129	NO / NO	NO / YES	NO / YES
15:00 - 16:00	0	145	206	39	145	206	NO / YES	NO / YES	NO / YES
16:00 - 17:00	0	137	269	52	137	269	NO / YES	NO / YES	NO / YES
17:00 - 18:00	0	136	279	53	136	279	NO / YES	NO / YES	NO / YES
18:00 - 19:00	0	53	77	34	53	77	NO / NO	NO / YES	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**0**	**2001**	**1940**	**431**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	0	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B	Combination of Warrants	0	8	Not satisfied
Warrant 2	**Four Hour Volumes**	0	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	0	8	Not satisfied

COMMENTS:

RTC South at RTC East - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	RTC E	1	0
30	Major App3:	Internal Roadway	1	2001
30	Minor App2:	RTC S	1	1940
30	Minor App4:	East RTC Access	1	431

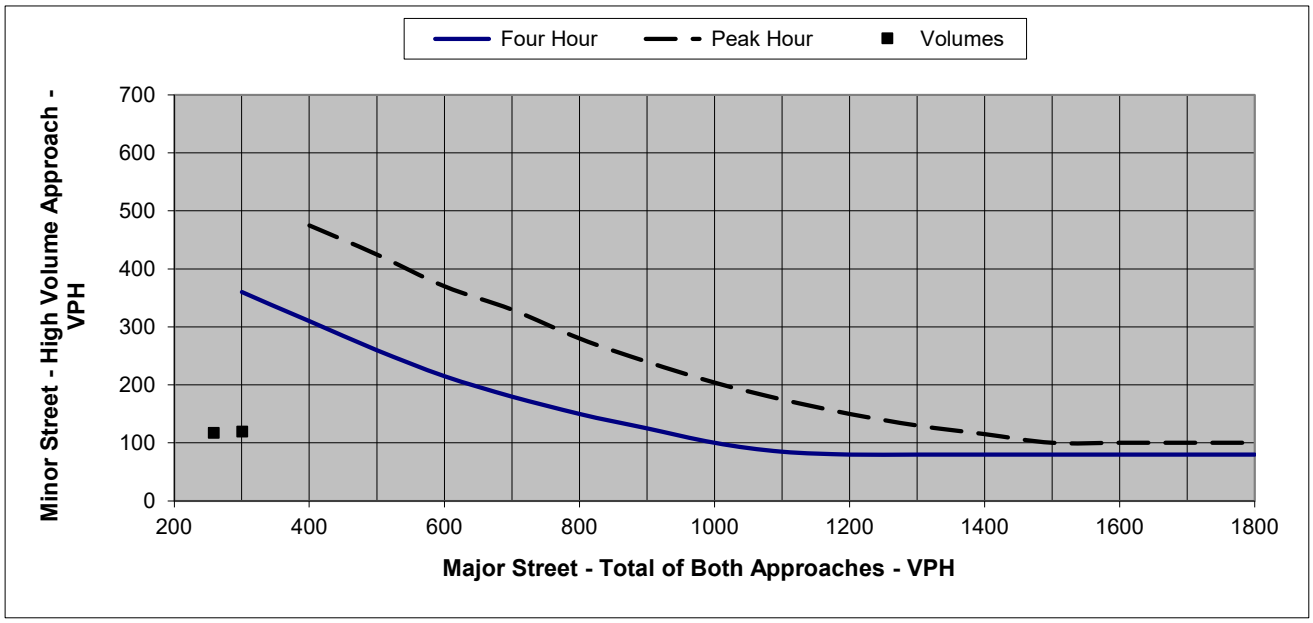


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	360	
400	310	475
500	260	425
600	215	370
700	180	330
800	150	280
900	125	240
1000	100	204
1100	85	175
1200	80	150
1300	80	130
1400	80	115
1500	80	100
1600	80	100
1700	80	100
1800	80	100

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	153	53	NO	NO
7:00 - 8:00	301	119	NO	NO
8:00 - 9:00	259	117	NO	NO
9:00 - 10:00	108	94	NO	NO
10:00 - 11:00	108	112	NO	NO
11:00 - 12:00	135	159	NO	NO
12:00 - 13:00	184	182	NO	NO
13:00 - 14:00	157	144	NO	NO
14:00 - 15:00	125	129	NO	NO
15:00 - 16:00	145	206	NO	NO
16:00 - 17:00	137	269	NO	NO
17:00 - 18:00	136	279	NO	NO
18:00 - 19:00	53	77	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

RTC South at RTC East - Build Phase 2 2028
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
30	Major App1:	RTC E	NB	1	779
30	Major App3:	Internal Roadw	SB	1	2467
30	Minor App2:	RTC S	EB	1	1670
30	Minor App4:	East RTC Acc	WB	1	530

0.70 SPEED FACTOR USED? **No**

Minimum Volume Requirement	
300	**200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	41	152	40	8	193	48	NO / NO
7:00 - 8:00	79	311	93	19	390	112	YES / NO
8:00 - 9:00	73	273	91	22	346	113	YES / NO
9:00 - 10:00	51	132	83	22	183	105	NO / NO
10:00 - 11:00	54	140	101	34	194	135	NO / NO
11:00 - 12:00	55	175	146	46	230	192	NO / NO
12:00 - 13:00	62	228	164	56	290	220	NO / YES
13:00 - 14:00	63	204	129	56	267	185	NO / NO
14:00 - 15:00	54	170	113	47	224	160	NO / NO
15:00 - 16:00	55	193	186	48	248	234	NO / YES
16:00 - 17:00	66	189	225	63	255	288	NO / YES
17:00 - 18:00	70	186	234	67	256	301	NO / YES
18:00 - 19:00	56	114	65	42	170	107	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**779**	**2467**	**1670**	**530**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	**0**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

RTC South at RTC East - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	RTC E	NB	1	779
30	Major App3:	Internal Roadway	SB	1	2467
30	Minor App2:	RTC S	EB	1	1670
30	Minor App4:	East RTC Access	WB	1	425

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	500	750	600
Minor Approach	150	75	120

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	41	152	40	8	193	40	NO / NO	NO / NO	NO / NO
7:00 - 8:00	79	311	93	17	390	93	NO / NO	NO / YES	NO / NO
8:00 - 9:00	73	273	91	18	346	91	NO / NO	NO / YES	NO / NO
9:00 - 10:00	51	132	83	18	183	83	NO / NO	NO / YES	NO / NO
10:00 - 11:00	54	140	101	27	194	101	NO / NO	NO / YES	NO / NO
11:00 - 12:00	55	175	146	38	230	146	NO / NO	NO / YES	NO / YES
12:00 - 13:00	62	228	164	44	290	164	NO / YES	NO / YES	NO / YES
13:00 - 14:00	63	204	129	44	267	129	NO / NO	NO / YES	NO / YES
14:00 - 15:00	54	170	113	38	224	113	NO / NO	NO / YES	NO / NO
15:00 - 16:00	55	193	186	39	248	186	NO / YES	NO / YES	NO / YES
16:00 - 17:00	66	189	225	49	255	225	NO / YES	NO / YES	NO / YES
17:00 - 18:00	70	186	234	51	256	234	NO / YES	NO / YES	NO / YES
18:00 - 19:00	56	114	65	34	170	65	NO / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**779**	**2467**	**1670**	**425**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	0	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B	Combination of Warrants	0	8	Not satisfied
Warrant 2	**Four Hour Volumes**	0	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	0	8	Not satisfied

COMMENTS:

RTC South at RTC East - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	RTC E	1	779
30	Major App3:	Internal Roadway	1	2467
30	Minor App2:	RTC S	1	1670
30	Minor App4:	East RTC Access	1	425

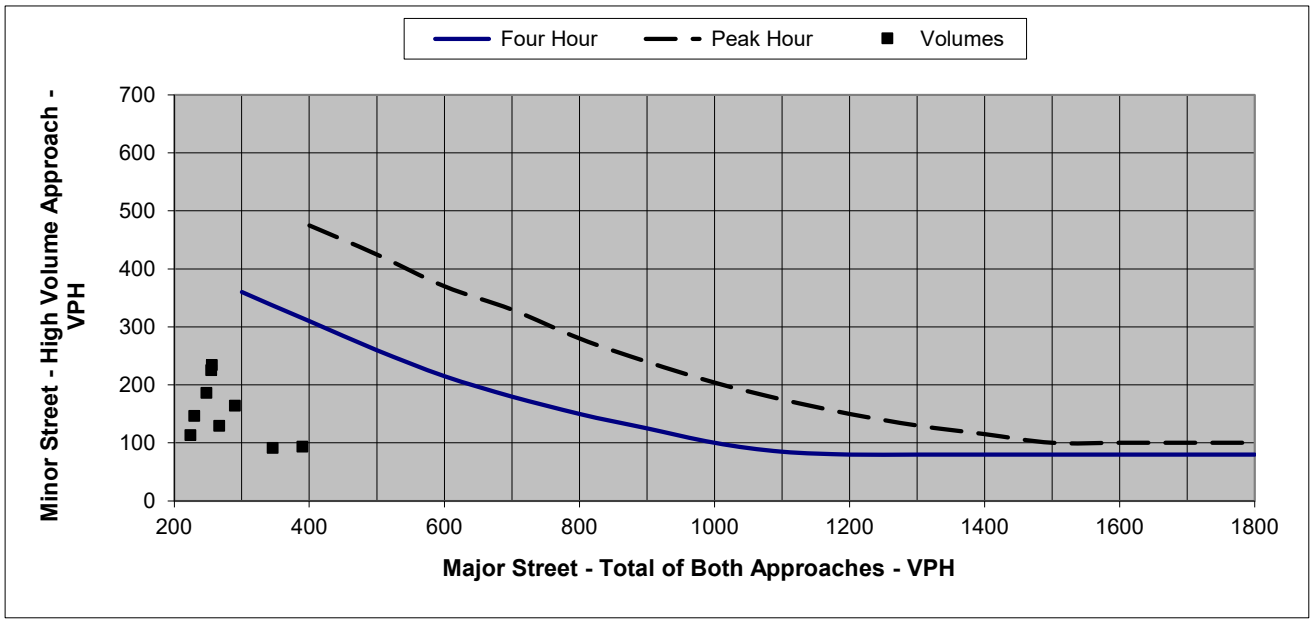


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200		
300	360	
400	310	475
500	260	425
600	215	370
700	180	330
800	150	280
900	125	240
1000	100	204
1100	85	175
1200	80	150
1300	80	130
1400	80	115
1500	80	100
1600	80	100
1700	80	100
1800	80	100

Actual Hourly Count			Warrants Met: Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	193	40	NO	NO
7:00 - 8:00	390	93	NO	NO
8:00 - 9:00	346	91	NO	NO
9:00 - 10:00	183	83	NO	NO
10:00 - 11:00	194	101	NO	NO
11:00 - 12:00	230	146	NO	NO
12:00 - 13:00	290	164	NO	NO
13:00 - 14:00	267	129	NO	NO
14:00 - 15:00	224	113	NO	NO
15:00 - 16:00	248	186	NO	NO
16:00 - 17:00	255	225	NO	NO
17:00 - 18:00	256	234	NO	NO
18:00 - 19:00	170	65	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

RTC South at RTC East - Full Build Out 2029
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/19/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
30	Major App1:	RTC E	NB	1	1072
30	Major App3:	Internal Roadw	SB	1	4105
30	Minor App2:	RTC S	EB	1	2462
30	Minor App4:	East RTC Acc	WB	1	1670

0.70 SPEED FACTOR USED? **No**

Minimum Volume Requirement
300 **200**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	71	185	76	20	256	96	NO / NO
7:00 - 8:00	120	409	154	53	529	207	**YES / YES**
8:00 - 9:00	107	382	151	64	489	215	**YES / YES**
9:00 - 10:00	69	226	126	95	295	221	NO / YES
10:00 - 11:00	72	246	154	128	318	282	**YES / YES**
11:00 - 12:00	72	307	213	156	379	369	**YES / YES**
12:00 - 13:00	78	387	231	184	465	415	**YES / YES**
13:00 - 14:00	80	353	187	179	433	366	**YES / YES**
14:00 - 15:00	70	301	164	145	371	309	**YES / YES**
15:00 - 16:00	73	332	244	148	405	392	**YES / YES**
16:00 - 17:00	88	350	315	166	438	481	**YES / YES**
17:00 - 18:00	94	354	330	176	448	506	**YES / YES**
18:00 - 19:00	78	273	117	156	351	273	**YES / YES**
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**1072**	**4105**	**2462**	**1670**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	11	8

All-way Stop Warrant: **Satisfied**

REMARKS:

RTC South at RTC East - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/19/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
30	Major App1:	RTC E	NB	1	1072
30	Major App3:	Internal Roadway	SB	1	4105
30	Minor App2:	RTC S	EB	1	2462
30	Minor App4:	East RTC Access	WB	1	1129

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	500	750	600
Minor Approach	150	75	120

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	71	185	76	16	256	76	NO / NO	NO / YES	NO / NO
7:00 - 8:00	120	409	154	39	529	154	**YES / YES**	NO / YES	NO / YES
8:00 - 9:00	107	382	151	44	489	151	NO / YES	NO / YES	NO / YES
9:00 - 10:00	69	226	126	63	295	126	NO / NO	NO / YES	NO / YES
10:00 - 11:00	72	246	154	84	318	154	NO / YES	NO / YES	NO / YES
11:00 - 12:00	72	307	213	104	379	213	NO / YES	NO / YES	NO / YES
12:00 - 13:00	78	387	231	121	465	231	NO / YES	NO / YES	NO / YES
13:00 - 14:00	80	353	187	120	433	187	NO / YES	NO / YES	NO / YES
14:00 - 15:00	70	301	164	98	371	164	NO / YES	NO / YES	NO / YES
15:00 - 16:00	73	332	244	101	405	244	NO / YES	NO / YES	NO / YES
16:00 - 17:00	88	350	315	115	438	315	NO / YES	NO / YES	NO / YES
17:00 - 18:00	94	354	330	121	448	330	NO / YES	NO / YES	NO / YES
18:00 - 19:00	78	273	117	103	351	117	NO / NO	NO / YES	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**1072**	**4105**	**2462**	**1129**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	1	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	1	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	0	8	Not satisfied
1A & 1B	Combination of Warrants	0	8	Not satisfied
Warrant 2	**Four Hour Volumes**	2	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	7	8	Not satisfied

COMMENTS:

RTC South at RTC East - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: RTC South at RTC East
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/19/2025

OPERATOR: LJ

40 MPH OR FASTER?	NO
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**NO**

85th% Speed	Approach Description		Lanes	Approach
30	Major App1:	RTC E	1	1072
30	Major App3:	Internal Roadway	1	4105
30	Minor App2:	RTC S	1	2462
30	Minor App4:	East RTC Access	1	1129

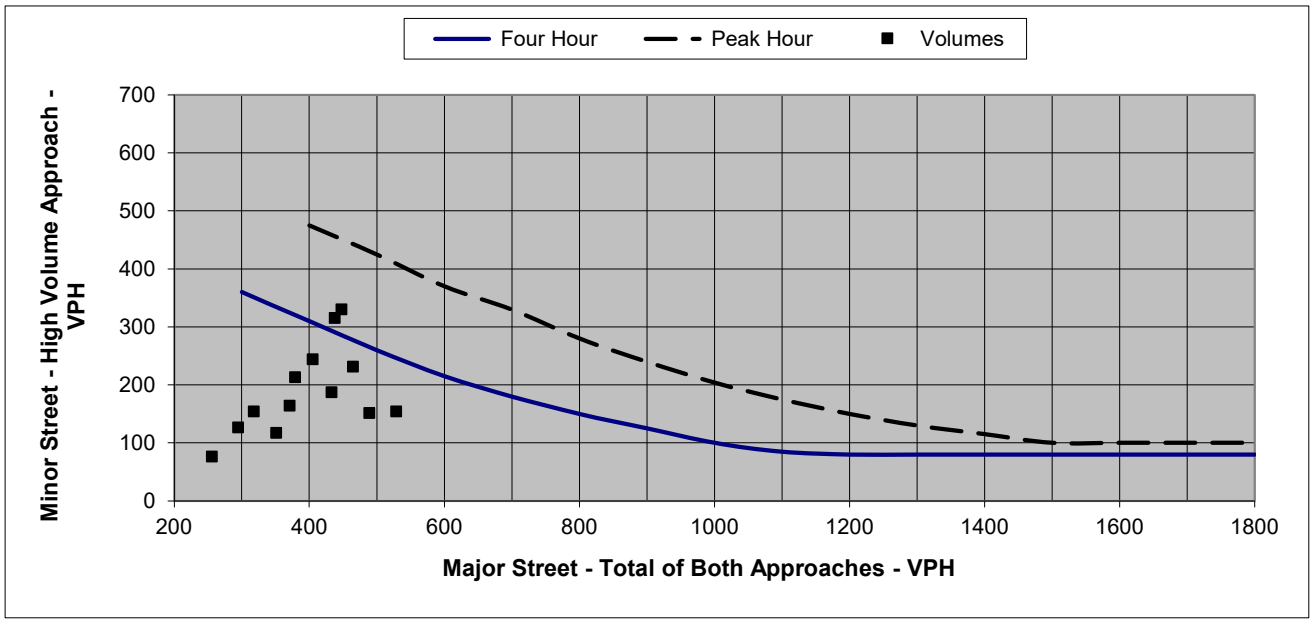


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major	Minor App.	Minor App.
Approach	Four Hour	Peak Hour
200		
300	360	
400	310	475
500	260	425
600	215	370
700	180	330
800	150	280
900	125	240
1000	100	204
1100	85	175
1200	80	150
1300	80	130
1400	80	115
1500	80	100
1600	80	100
1700	80	100
1800	80	100

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	256	76	NO	NO
7:00 - 8:00	529	154	NO	NO
8:00 - 9:00	489	151	NO	NO
9:00 - 10:00	295	126	NO	NO
10:00 - 11:00	318	154	NO	NO
11:00 - 12:00	379	213	NO	NO
12:00 - 13:00	465	231	NO	NO
13:00 - 14:00	433	187	NO	NO
14:00 - 15:00	371	164	NO	NO
15:00 - 16:00	405	244	NO	NO
16:00 - 17:00	438	315	**YES**	NO
17:00 - 18:00	448	330	**YES**	NO
18:00 - 19:00	351	117	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Valleyhigh Dr at Watson Ave - Full Build Out 2029
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
45	Major App1:	Valleyhigh Dr	NB	2	4474
45	Major App3:	Valleyhigh Dr	SB	2	4247
30	Minor App2:	-	EB	0	0
30	Minor App4:	Watson Ave	WB	1	1399

0.70 SPEED FACTOR USED? **Yes**

Minimum Volume Requirement	
210	**140**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	252	200	0	24	452	24	YES / NO
7:00 - 8:00	524	387	0	61	911	61	YES / NO
8:00 - 9:00	415	323	0	58	738	58	YES / NO
9:00 - 10:00	256	232	0	63	488	63	YES / NO
10:00 - 11:00	249	238	0	84	487	84	YES / NO
11:00 - 12:00	283	331	0	121	614	121	YES / NO
12:00 - 13:00	356	329	0	142	685	142	**YES / YES**
13:00 - 14:00	352	318	0	122	670	122	YES / NO
14:00 - 15:00	354	351	0	106	705	106	YES / NO
15:00 - 16:00	393	411	0	153	804	153	**YES / YES**
16:00 - 17:00	448	473	0	213	921	213	**YES / YES**
17:00 - 18:00	397	428	0	181	825	181	**YES / YES**
18:00 - 19:00	195	226	0	71	421	71	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**4474**	**4247**	**0**	**1399**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	**4**	**8**

All-way Stop Warrant: **Not satisfied**

REMARKS:

Valleyhigh Dr at Watson Ave - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
45	Major App1:	Valleyhigh Dr	NB	2	4474
45	Major App3:	Valleyhigh Dr	SB	2	4247
30	Minor App2:	-	EB	0	0
30	Minor App4:	Watson Ave	WB	1	663

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	420	630	504
Minor Approach	105	53	84

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	252	200	0	16	452	16	YES / NO	NO / NO	NO / NO
7:00 - 8:00	524	387	0	36	911	36	YES / NO	YES / NO	YES / NO
8:00 - 9:00	415	323	0	33	738	33	YES / NO	YES / NO	YES / NO
9:00 - 10:00	256	232	0	32	488	32	YES / NO	NO / NO	NO / NO
10:00 - 11:00	249	238	0	40	487	40	YES / NO	NO / NO	NO / NO
11:00 - 12:00	283	331	0	56	614	56	YES / NO	NO / YES	YES / NO
12:00 - 13:00	356	329	0	64	685	64	YES / NO	**YES / YES**	YES / NO
13:00 - 14:00	352	318	0	54	670	54	YES / NO	**YES / YES**	YES / NO
14:00 - 15:00	354	351	0	47	705	47	YES / NO	YES / NO	YES / NO
15:00 - 16:00	393	411	0	70	804	70	YES / NO	**YES / YES**	YES / NO
16:00 - 17:00	448	473	0	101	921	101	YES / NO	**YES / YES**	**YES / YES**
17:00 - 18:00	397	428	0	83	825	83	YES / NO	**YES / YES**	YES / NO
18:00 - 19:00	195	226	0	31	421	31	YES / NO	NO / NO	NO / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**4474**	**4247**	**0**	**663**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	5	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	5	8	Not satisfied
1A & 1B	Combination of Warrants	1	8	Not satisfied
Warrant 2	**Four Hour Volumes**	2	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	3	8	Not satisfied

COMMENTS:

Valleyhigh Dr at Watson Ave - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Lanes	Approach
45	Major App1:	Valleyhigh Dr	2	4474
45	Major App3:	Valleyhigh Dr	2	4247
30	Minor App2:	-	0	0
30	Minor App4:	Watson Ave	1	663

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**

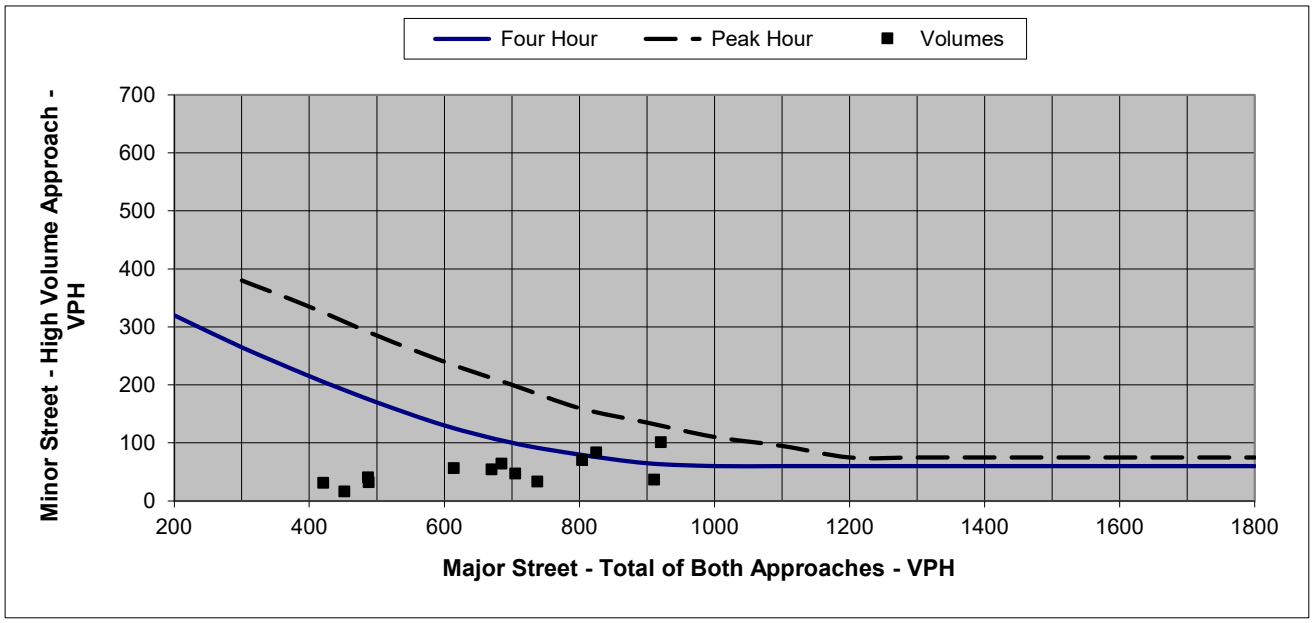


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	320	
300	265	380
400	215	335
500	170	285
600	130	240
700	100	200
800	80	160
900	65	135
1000	60	110
1100	60	95
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	452	16	NO	NO
7:00 - 8:00	911	36	NO	NO
8:00 - 9:00	738	33	NO	NO
9:00 - 10:00	488	32	NO	NO
10:00 - 11:00	487	40	NO	NO
11:00 - 12:00	614	56	NO	NO
12:00 - 13:00	685	64	NO	NO
13:00 - 14:00	670	54	NO	NO
14:00 - 15:00	705	47	NO	NO
15:00 - 16:00	804	70	NO	NO
16:00 - 17:00	921	101	**YES**	NO
17:00 - 18:00	825	83	**YES**	NO
18:00 - 19:00	421	31	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Valleyhigh Dr at Watson Ave - Build Phase 2 2028
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
45	Major App1:	Valleyhigh Dr	NB	2	4798
45	Major App3:	Valleyhigh Dr	SB	2	5183
30	Minor App2:	-	EB	0	0
30	Minor App4:	Watson Ave	WB	1	2130

0.70 SPEED FACTOR USED? **Yes**

Minimum Volume Requirement	
210	**140**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	263	233	0	57	496	57	YES / NO
7:00 - 8:00	536	440	0	127	976	127	YES / NO
8:00 - 9:00	426	372	0	119	798	119	YES / NO
9:00 - 10:00	276	289	0	116	565	116	YES / NO
10:00 - 11:00	274	304	0	143	578	143	**YES / YES**
11:00 - 12:00	312	413	0	181	725	181	**YES / YES**
12:00 - 13:00	389	419	0	211	808	211	**YES / YES**
13:00 - 14:00	385	404	0	193	789	193	**YES / YES**
14:00 - 15:00	385	428	0	164	813	164	**YES / YES**
15:00 - 16:00	428	502	0	208	930	208	**YES / YES**
16:00 - 17:00	476	565	0	251	1041	251	**YES / YES**
17:00 - 18:00	423	511	0	223	934	223	**YES / YES**
18:00 - 19:00	225	303	0	137	528	137	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**4798**	**5183**	**0**	**2130**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	8	8

All-way Stop Warrant: **Satisfied**

REMARKS:

Valleyhigh Dr at Watson Ave - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
45	Major App1:	Valleyhigh Dr	NB	2	4798
45	Major App3:	Valleyhigh Dr	SB	2	5183
30	Minor App2:	-	EB	0	0
30	Minor App4:	Watson Ave	WB	1	727

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	420	630	504
Minor Approach	105	53	84

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	263	233	0	20	496	20	YES / NO	NO / NO	NO / NO
7:00 - 8:00	536	440	0	50	976	50	YES / NO	YES / NO	YES / NO
8:00 - 9:00	426	372	0	43	798	43	YES / NO	YES / NO	YES / NO
9:00 - 10:00	276	289	0	39	565	39	YES / NO	NO / NO	YES / NO
10:00 - 11:00	274	304	0	47	578	47	YES / NO	NO / NO	YES / NO
11:00 - 12:00	312	413	0	60	725	60	YES / NO	**YES / YES**	YES / NO
12:00 - 13:00	389	419	0	70	808	70	YES / NO	**YES / YES**	YES / NO
13:00 - 14:00	385	404	0	64	789	64	YES / NO	**YES / YES**	YES / NO
14:00 - 15:00	385	428	0	53	813	53	YES / NO	**YES / YES**	YES / NO
15:00 - 16:00	428	502	0	69	930	69	YES / NO	**YES / YES**	YES / NO
16:00 - 17:00	476	565	0	92	1041	92	YES / NO	**YES / YES**	**YES / YES**
17:00 - 18:00	423	511	0	78	934	78	YES / NO	**YES / YES**	YES / NO
18:00 - 19:00	225	303	0	42	528	42	YES / NO	NO / NO	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**4798**	**5183**	**0**	**727**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	7	8	Not satisfied
Warrant 1A	Minimum Vehicular Volume	0	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	7	8	Not satisfied
1A & 1B	Combination of Warrants	1	8	Not satisfied
Warrant 2	**Four Hour Volumes**	3	4	Not satisfied
Warrant 3	**Peak Hour Volumes**	0	1	Not satisfied
Warrant 7	**Crash Experience**	6	8	Not satisfied

COMMENTS:

Valleyhigh Dr at Watson Ave - Build Phase 2 2028
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/23/2025

OPERATOR: LJ

85th% Speed	Approach Description		Lanes	Approach
45	Major App1:	Valleyhigh Dr	2	4798
45	Major App3:	Valleyhigh Dr	2	5183
30	Minor App2:	-	0	0
30	Minor App4:	Watson Ave	1	727

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**

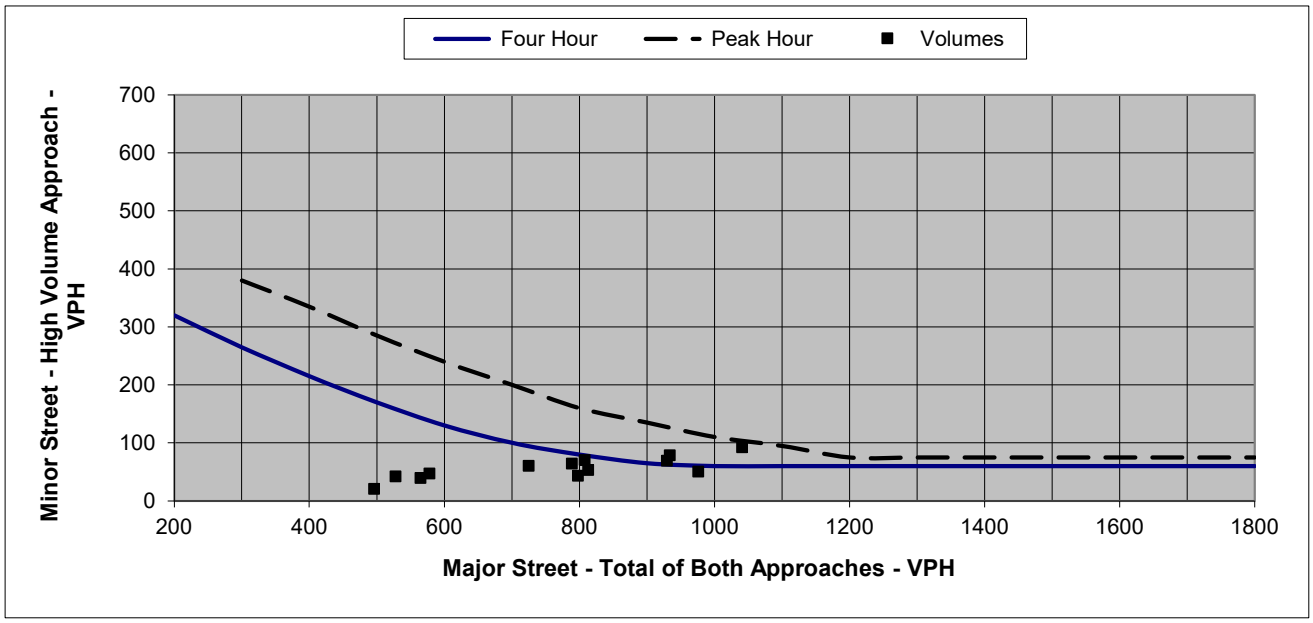


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	320	
300	265	380
400	215	335
500	170	285
600	130	240
700	100	200
800	80	160
900	65	135
1000	60	110
1100	60	95
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	496	20	NO	NO
7:00 - 8:00	976	50	NO	NO
8:00 - 9:00	798	43	NO	NO
9:00 - 10:00	565	39	NO	NO
10:00 - 11:00	578	47	NO	NO
11:00 - 12:00	725	60	NO	NO
12:00 - 13:00	808	70	NO	NO
13:00 - 14:00	789	64	NO	NO
14:00 - 15:00	813	53	NO	NO
15:00 - 16:00	930	69	**YES**	NO
16:00 - 17:00	1041	92	**YES**	NO
17:00 - 18:00	934	78	**YES**	NO
18:00 - 19:00	528	42	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Valleyhigh Dr at Watson Ave - Full Build Out 2029
ALL WAY STOP
WARRANT ANALYSIS

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach Total
45	Major App1:	Valleyhigh Dr	NB	2	5322
45	Major App3:	Valleyhigh Dr	SB	2	5878
30	Minor App2:	-	EB	0	0
30	Minor App4:	Watson Ave	WB	1	3201

0.70 SPEED FACTOR USED? **Yes**

Minimum Volume Requirement	
210	**140**

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MINOR APPROACH TOTAL Σ (APP.2 + APP. 4)	WARRANT MET MAJOR / MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO
6:00 - 7:00	287	252	0	96	539	96	YES / NO
7:00 - 8:00	598	486	0	199	1084	199	**YES / YES**
8:00 - 9:00	487	422	0	188	909	188	**YES / YES**
9:00 - 10:00	307	331	0	179	638	179	**YES / YES**
10:00 - 11:00	304	348	0	221	652	221	**YES / YES**
11:00 - 12:00	349	466	0	279	815	279	**YES / YES**
12:00 - 13:00	440	485	0	311	925	311	**YES / YES**
13:00 - 14:00	433	467	0	278	900	278	**YES / YES**
14:00 - 15:00	426	488	0	236	914	236	**YES / YES**
15:00 - 16:00	468	565	0	290	1033	290	**YES / YES**
16:00 - 17:00	512	634	0	381	1146	381	**YES / YES**
17:00 - 18:00	459	569	0	337	1028	337	**YES / YES**
18:00 - 19:00	252	365	0	206	617	206	**YES / YES**
19:00 - 20:00	0	0	0	0	0	0	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO
Daily	**5322**	**5878**	**0**	**3201**			

	Met (Hr)	Required (Hr)
Hours met for warrant:	12	8

All-way Stop Warrant: **Satisfied**

REMARKS:

Valleyhigh Dr at Watson Ave - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrant 1 and Summary

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025
OPERATOR: LJ

85th% Speed	Approach Description		Direction:	Lanes	Approach
45	Major App1:	Valleyhigh Dr	NB	2	5322
45	Major App3:	Valleyhigh Dr	SB	2	5878
30	Minor App2:	-	EB	0	0
30	Minor App4:	Watson Ave	WB	1	1144

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**
CORRECTABLE CRASHES: (12-month period)	0

	Minimum Volume Requirement		
	1A	1B	1A&B (80%)
Major Total	420	630	504
Minor Approach	105	53	84

HOUR	MAJOR APP. 1	MAJOR APP. 3	MINOR APP. 2	MINOR APP. 4	MAJOR APPROACH TOTAL Σ (APP.1 + APP. 3)	MAX MINOR APPROACH (APP. 2 or 4)	WARRANT 1A - 8 hr MAJOR/MINOR	WARRANT 1B - 8 hr MAJOR/MINOR	WARRANT 1A & B MAJOR/MINOR
0:00 - 1:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
1:00 - 2:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
2:00 - 3:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
3:00 - 4:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
4:00 - 5:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
5:00 - 6:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
6:00 - 7:00	287	252	0	31	539	31	YES / NO	NO / NO	YES / NO
7:00 - 8:00	598	486	0	73	1084	73	YES / NO	**YES / YES**	YES / NO
8:00 - 9:00	487	422	0	66	909	66	YES / NO	**YES / YES**	YES / NO
9:00 - 10:00	307	331	0	62	638	62	YES / NO	**YES / YES**	YES / NO
10:00 - 11:00	304	348	0	77	652	77	YES / NO	**YES / YES**	YES / NO
11:00 - 12:00	349	466	0	102	815	102	YES / NO	**YES / YES**	**YES / YES**
12:00 - 13:00	440	485	0	112	925	112	**YES / YES**	**YES / YES**	**YES / YES**
13:00 - 14:00	433	467	0	96	900	96	YES / NO	**YES / YES**	**YES / YES**
14:00 - 15:00	426	488	0	80	914	80	YES / NO	**YES / YES**	YES / NO
15:00 - 16:00	468	565	0	102	1033	102	YES / NO	**YES / YES**	**YES / YES**
16:00 - 17:00	512	634	0	152	1146	152	**YES / YES**	**YES / YES**	**YES / YES**
17:00 - 18:00	459	569	0	128	1028	128	**YES / YES**	**YES / YES**	**YES / YES**
18:00 - 19:00	252	365	0	63	617	63	YES / NO	NO / YES	YES / NO
19:00 - 20:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
20:00 - 21:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
21:00 - 22:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
22:00 - 23:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
23:00 - 24:00	0	0	0	0	0	0	NO / NO	NO / NO	NO / NO
Totals	**5322**	**5878**	**0**	**1144**					

		Met (Hr)	Required (Hr)	WARRANT MET:
Warrant 1	**Eight Hour Volumes**	**11**	8	**Satisfied**
Warrant 1A	Minimum Vehicular Volume	3	8	Not satisfied
Warrant 1B	Interruption of Continuous Flow	**11**	8	**Satisfied**
1A & 1B	Combination of Warrants	6	8	Not satisfied
Warrant 2	**Four Hour Volumes**	**9**	4	**Satisfied**
Warrant 3	**Peak Hour Volumes**	**2**	1	**Satisfied**
Warrant 7	**Crash Experience**	**9**	8	Crashes Insufficient

COMMENTS:

Valleyhigh Dr at Watson Ave - Full Build Out 2029
SIGNAL WARRANT ANALYSIS
Warrants 2 and 3

LOCATION: Valleyhigh Dr at Watson Ave
COUNTY: Olmsted
REF. POINT: 0
DATE: 3/21/2025

OPERATOR: LJ

85th% Speed	Approach Description		Lanes	Approach
45	Major App1:	Valleyhigh Dr	2	5322
45	Major App3:	Valleyhigh Dr	2	5878
30	Minor App2:	-	0	0
30	Minor App4:	Watson Ave	1	1144

40 MPH OR FASTER?	YES
POPULATION < 10,000?	NO
VOLUME REQ. AT 70%?	**YES**

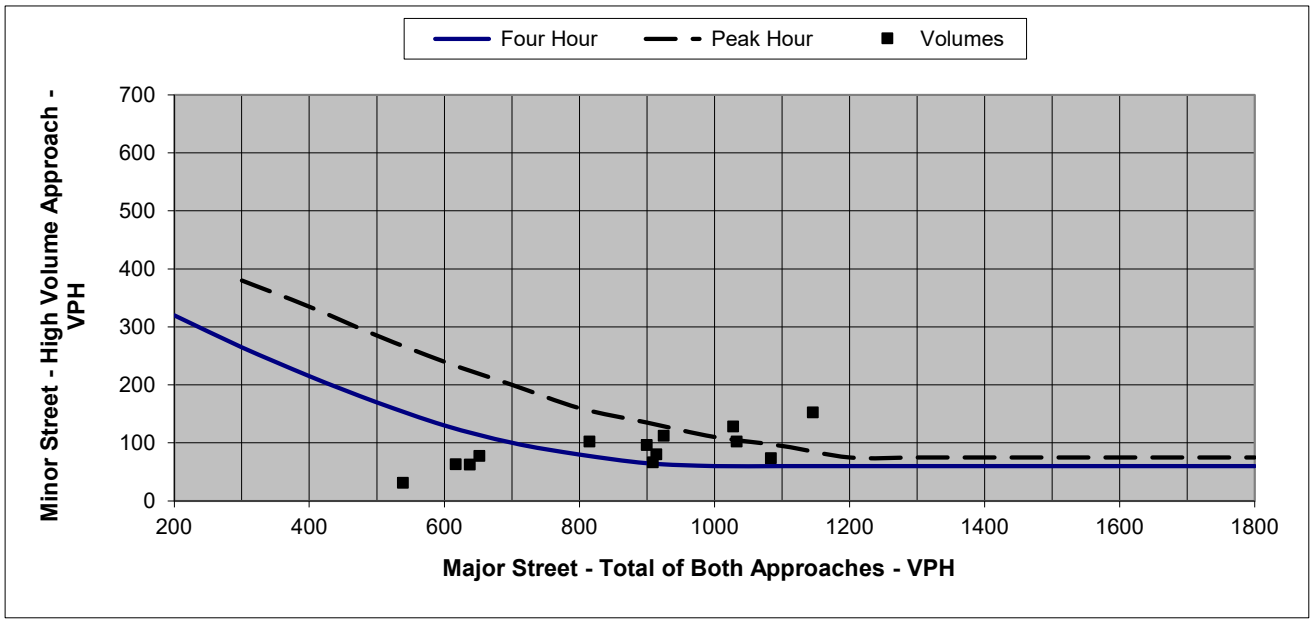


Figure 1. Four Hour and Peak Hour Warrant Analysis

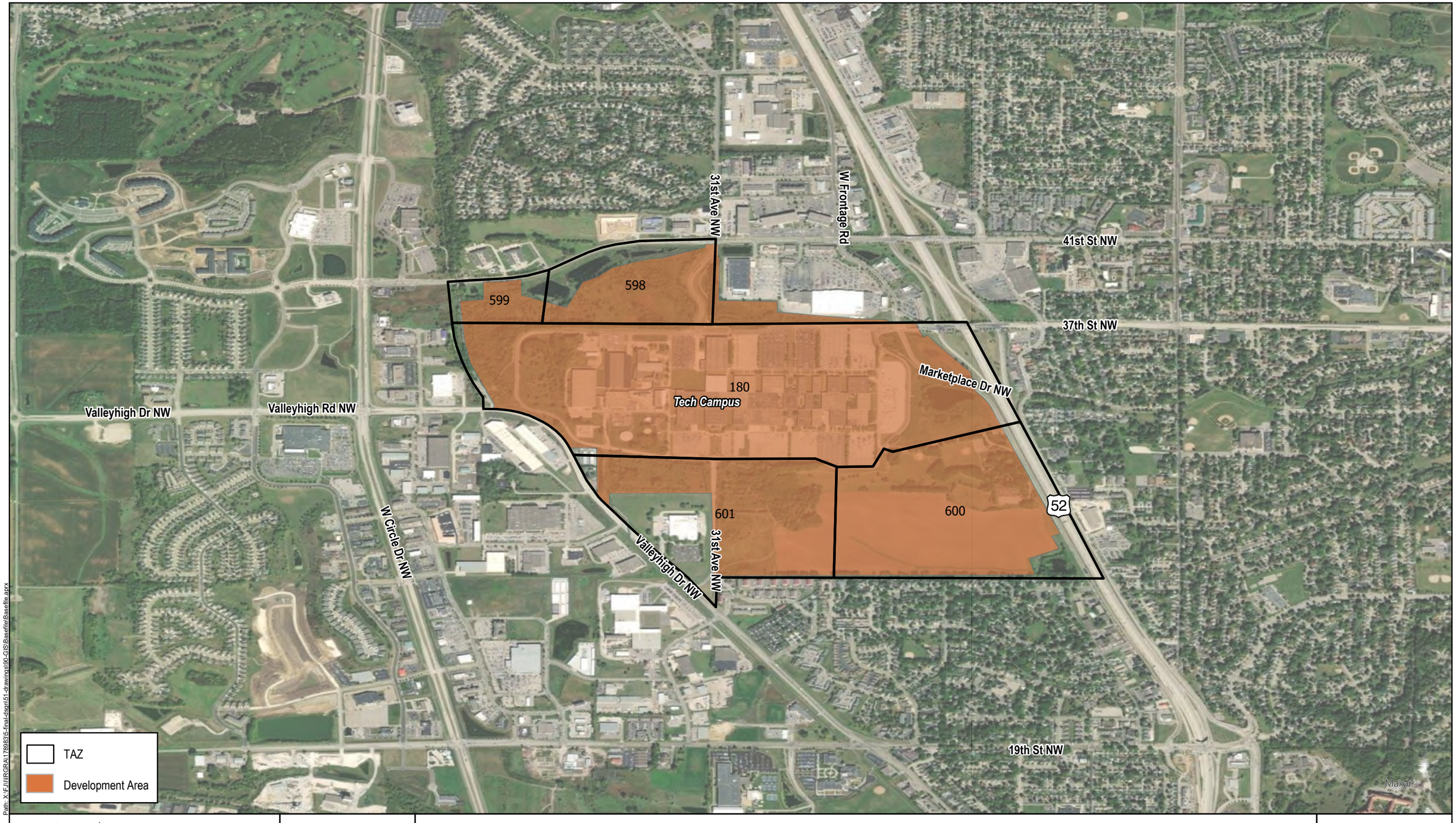
Note: For data points outside the graph range, check the minor street volume against the lower thresholds

Warrant Criteria (Graph)		
Major Approach	Minor App. Four Hour	Minor App. Peak Hour
200	320	
300	265	380
400	215	335
500	170	285
600	130	240
700	100	200
800	80	160
900	65	135
1000	60	110
1100	60	95
1200	60	75
1300	60	75
1400	60	75
1500	60	75
1600	60	75
1700	60	75
1800	60	75

Actual Hourly Count			Warrants Met:	
			Warrant 2	Warrant 3
HOUR	Sum Major App.	Max Minor App.	Four Hour	Peak Hour
0:00 - 1:00	0	0	NO	NO
1:00 - 2:00	0	0	NO	NO
2:00 - 3:00	0	0	NO	NO
3:00 - 4:00	0	0	NO	NO
4:00 - 5:00	0	0	NO	NO
5:00 - 6:00	0	0	NO	NO
6:00 - 7:00	539	31	NO	NO
7:00 - 8:00	1084	73	**YES**	NO
8:00 - 9:00	909	66	**YES**	NO
9:00 - 10:00	638	62	NO	NO
10:00 - 11:00	652	77	NO	NO
11:00 - 12:00	815	102	**YES**	NO
12:00 - 13:00	925	112	**YES**	NO
13:00 - 14:00	900	96	**YES**	NO
14:00 - 15:00	914	80	**YES**	NO
15:00 - 16:00	1033	102	**YES**	NO
16:00 - 17:00	1146	152	**YES**	**YES**
17:00 - 18:00	1028	128	**YES**	**YES**
18:00 - 19:00	617	63	NO	NO
19:00 - 20:00	0	0	NO	NO
20:00 - 21:00	0	0	NO	NO
21:00 - 22:00	0	0	NO	NO
22:00 - 23:00	0	0	NO	NO
23:00 - 24:00	0	0	NO	NO

Appendix D

Transportation Analysis Zones



Path: X:\F\J\IRGRA\178983\5-final-dsnn\51-drawings\90-GIS\BaseFile\BaseFile.aprx

N

Project: IRGRA 178983
Print Date: 9/16/2024

User Name: ljohnson
Projection: Olmsted Co Coord
Source:

Transportation Analysis Zones (TAZ)

Rochester Tech Campus
Rochester, MN

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Appendix E

Geometric Layouts and Cost Estimates

BADGER HILLS DR. NW

41ST ST. NW

CITY PROJECT

37TH ST. NW

W. CIRCLE DR. NW

VALLEYHIGH RD. NW

WATSON AVE.

N

200 0 500

scale feet

SEH	178983	**37TH ST. AREA IMPROVEMENTS W. CIRCLE DR./41ST ST. & VALLEYHIGH RD. INTERSECTION IMPROVEMENTS**	**FIGURE No. 1**
	DATE: 4/4/2025		

1053

© 2025 Microsoft Corporation © 2025 Maxar ©CNES (2025) Distribution Airbus DS

11:33:30 AM 4/4/2025 shotchkin

X:\FJN\RGRA\178983\v4-prelim-dsgn-rpts\v43-prelim-dsgn\CP178983_gm.dgn figure 37th



SEH	178983 DATE: 4/7/2025	**US 52/63 & 41ST ST. NW INTERCHANGE IMPROVEMENTS**	**FIGURE No. 2**

© 2025 Microsoft Corporation © 2025 Maxar ©CNES (2025) Distribution Airbus DS

12:27:51 PM 4/7/2025 shotchkin
X:\FJV\IRGRA\178983\4-prelim-dsgn-rpts\43-prelim-dsgn\CP178983_gm.dgn figure US52_41st

CITY PROJECT

37TH ST. NW

MARKETPLACE DR.

SB US 52/63

NB US 52/63

E. FRONTAGE RD.

CITY PROJECT

N

75 0 75 150
scale feet

SEH	178983 DATE: 4/4/2025	**US 52/63 & 37TH ST. NW INTERCHANGE IMPROVEMENTS**	**FIGURE No. 3**

1055

© 2025 Microsoft Corporation © 2025 Maxar ©CNES (2025) Distribution Airbus DS

11:34:37 AM
4/4/2025
shotchkin
X:\FJN\RGRA\178983\4-prelim-dsgn-rpts\43-prelim-dsgn\CP178983_gm.dgn Figure US52_37th

11:33:21 AM

4/2/2025

shotchkin

X:\FJV\RGRA\178983\4-prelim-dsgn-rpts\43-prelim-dsgn\CP178983_gm.dgn Figure 19th

19TH ST. NW

W. FRONTAGE RD.

SB US 52/63

NB US 52/63

ELTON HILLS DR.

E. FRONTAGE RD.

50 0 50 100
scale 25 feet

SEH

178983

DATE:
4/2/2025

US 52/63 & 19TH ST. NW INTERCHANGE IMPROVEMENTS

FIGURE No. 4

1056

US-52/63 & 19th St. Dual left

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	0	$ -
4" Concrete Walk	sq ft	$10.00	6,545	$ 65,450
8" Concrete pavement	sq yd	$110.00	0	$ -
Concrete pavement	sq yd	$110.00	1,515	$ 166,650
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	374	$ 14,201
Subgrade Excavation (1)	cu yd	$10.00	2,508	$ 25,085
Common Excavation	cu yd	$10.00	872	$ 8,720
Common Borrow	cu yd	$15.00	1,308	$ 29,429
Select Granular Borrow	cu yd	$25.00	2,508	$ 62,712
Mill Pavement	sq yd	$4.00	0	$ -
Curb and Gutter Design B624	lin ft	$30.00	1,050	$ 31,500
(a) Subtotal Paving and Grading				**$ 403,747**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 28,262
Private Utilities		3.0%		$ 12,112
Signing, Striping, Traffic Control		4.0%		$ 16,150
Erosion Control and Turf Establishment		3.0%		$ 12,112
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 68,637**
DRAINAGE				
Storm Sewer		25.0%		$ 100,937
(c) Subtotal Drainage				**$ 100,937**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$1,100,000		$ -
Bridge	sqft	$280		$ -
Retaining Wall	sqft	$110	1,800	$ 198,000
Retaining Block Wall	sqft	$70		$ -
Lighting	each	$6,000		$ -
Interchange Lighting		$480,000		$ -
Landscaping		$20,000		$ -
Intersection ADA	each	$ 6,000.00	3	$ 18,000
Signal System	each	$ 300,000.00		$ -
Signal System Modification	each	$ 150,000.00	1	$ 150,000
(d) Subtotal Structural				**$ 366,000**
(a+b+c+d) Subtotal Construction				**$ 939,320**
Roadway Contingency		10.0%		$ 57,332
Structure Contingency		10.0%		$ 36,600
TMP		5.0%		$ 46,966
Mobilization		5.0%		$ 46,966
(e) Subtotal Miscellaneous				**$ 187,864**
(a+b+c+d+e) Total Construction				**$ 1,127,184**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 1,239,903**
Design & Construction Engineering		20.0%		$ 225,437
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**

Total Estimated Cost	**$ 1,465,340**

W. Frontage Rd. / 19th St. Intersection Improvements

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	195	$ 21,491
4" Concrete Walk	sq ft	$10.00	1,296	$ 12,960
8" Concrete pavement	sq yd	$110.00	0	$ -
Concrete pavement	sq yd	$110.00	0	$ -
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	106	$ 4,041
Subgrade Excavation (1)	cu yd	$10.00	346	$ 3,458
Common Excavation	cu yd	$10.00	248	$ 2,481
Common Borrow	cu yd	$15.00	372	$ 8,374
Select Granular Borrow	cu yd	$25.00	346	$ 8,645
Mill Pavement	sq yd	$4.00	0	$ -
Curb and Gutter Design B624	lin ft	$30.00	410	$ 12,300
(a) Subtotal Paving and Grading				**$ 73,750**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 5,162
Private Utilities		3.0%		$ 2,212
Signing, Striping, Traffic Control		4.0%		$ 2,950
Erosion Control and Turf Establishment		3.0%		$ 2,212
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 12,537**
DRAINAGE				
Storm Sewer		25.0%		$ 18,437
(c) Subtotal Drainage				**$ 18,437**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$800,000		$ -
Bridge Widen	sqft	$350		$ -
Retaining Wall	sqft	$110		$ -
Retaining Block Wall	sqft	$70		$ -
14x10 Precast Concrete Box Culvert	lin ft	$2,200		$ -
14x10 Precast Concrete Box Culvert End Section	each	$50,000		$ -
Lighting	each	$6,000		$ -
Interchange Lighting		$480,000		$ -
Landscaping		$20,000		$ -
Intersection ADA	each	$ 6,000.00	2	$ 12,000
Signal System	each	$ 300,000.00		$ -
Signal System Modification	each	$ 150,000.00	1	$ 150,000
(d) Subtotal Structural				**$ 162,000**
(a+b+c+d) Subtotal Construction				**$ 266,725**
Roadway Contingency		10.0%		$ 10,472
Structure Contingency		10.0%		$ 16,200
TMP		5.0%		$ 13,336
Mobilization		5.0%		$ 13,336
(e) Subtotal Miscellaneous				**$ 53,345**
(a+b+c+d+e) Total Construction				**$ 320,070**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 352,077**
Design & Construction Engineering		20.0%		$ 64,014
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**

Total Estimated Cost	**$ 416,091**

37th St. Realignment & RAB

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	23,917	$ 2,630,865
4" Concrete Walk	sq ft	$10.00	30,094	$ 300,940
8" Concrete pavement	sq yd	$110.00	377	$ 41,433
Concrete pavement	sq yd	$110.00	0	$ -
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	11,798	$ 448,322
Subgrade Excavation (1)	cu yd	$10.00	38,243	$ 382,435
Common Excavation	cu yd	$10.00	27,529	$ 275,285
Common Borrow	cu yd	$15.00	41,293	$ 929,088
Select Granular Borrow	cu yd	$25.00	38,243	$ 956,087
Mill Pavement	sq yd	$4.00	0	$ -
Curb and Gutter Design B624	lin ft	$30.00	27,157	$ 814,710
(a) Subtotal Paving and Grading				**$ 6,779,166**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 474,542
Private Utilities		3.0%		$ 203,375
Signing, Striping, Traffic Control		4.0%		$ 271,167
Erosion Control and Turf Establishment		3.0%		$ 203,375
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 1,152,458**
DRAINAGE				
Storm Sewer		25.0%		$ 1,694,791
(c) Subtotal Drainage				**$ 1,694,791**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$500,000	1	$ 500,000
Bridge	sqft	$280		$ -
Retaining Wall	sqft	$110	2,400	$ 264,000
Retaining Block Wall	sqft	$70		$ -
14x10 Precast Concrete Box Culvert	lin ft	$2,200	315	$ 693,000
14x10 Precast Concrete Box Culvert End Section	each	$50,000	4	$ 200,000
Lighting	each	$6,000	12	$ 72,000
Interchange Lighting		$480,000		$ -
Landscaping		$20,000	1	$ 20,000
Intersection ADA	each	$ 6,000.00	36	$ 216,000
Signal System	each	$ 300,000.00	1.00	$ 300,000
				$ -
(d) Subtotal Structural				**$ 2,265,000**
(a+b+c+d) Subtotal Construction				**$ 11,891,415**
Roadway Contingency		10.0%		$ 962,642
Structure Contingency		10.0%		$ 226,500
TMP		5.0%		$ 594,571
Mobilization		5.0%		$ 594,571
(e) Subtotal Miscellaneous				**$ 2,378,283**
(a+b+c+d+e) Total Construction				**$ 14,269,698**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 15,696,668**
Design & Construction Engineering		20.0%		$ 2,853,940
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**

Total Estimated Cost	**$ 18,550,608**

US 52/62_37th St. Interchange Improvements

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	6,376	$ 701,343
4" Concrete Walk	sq ft	$10.00	23,022	$ 230,220
8" Concrete pavement	sq yd	$110.00	0	$ -
Concrete pavement	sq yd	$110.00	0	$ -
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	4,488	$ 170,554
Subgrade Excavation (1)	cu yd	$10.00	2,178	$ 21,779
Common Excavation	cu yd	$10.00	9,261	$ 92,607
Common Borrow	cu yd	$15.00	13,891	$ 312,550
Select Granular Borrow	cu yd	$25.00	2,178	$ 54,448
Mill Pavement	sq yd	$4.00	3,021	$ 12,083
Curb and Gutter Design B624	lin ft	$30.00	6,594	$ 197,820
(a) Subtotal Paving and Grading				**$ 1,793,405**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 125,538
Private Utilities		3.0%		$ 53,802
Signing, Striping, Traffic Control		4.0%		$ 71,736
Erosion Control and Turf Establishment		3.0%		$ 53,802
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 304,879**
DRAINAGE				
Storm Sewer		25.0%		$ 448,351
(c) Subtotal Drainage				**$ 448,351**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$800,000	1	$ 800,000
Bridge Widen	sqft	$350	2,194	$ 767,813
Retaining Wall	sqft	$110		$ -
Retaining Block Wall	sqft	$70		$ -
14x10 Precast Concrete Box Culvert	lin ft	$2,200		$ -
14x10 Precast Concrete Box Culvert End Section	each	$50,000		$ -
Lighting	each	$6,000		$ -
Interchange Lighting		$480,000		$ -
Landscaping		$20,000		$ -
Intersection ADA	each	$ 6,000.00	20	$ 120,000
Signal System	each	$ 300,000.00	2.00	$ 600,000
Signal System Modification	each	$ 150,000.00		$ -
(d) Subtotal Structural				**$ 2,287,813**
(a+b+c+d) Subtotal Construction				**$ 4,834,447**
Roadway Contingency		10.0%		$ 254,663
Structure Contingency		10.0%		$ 228,781
TMP		5.0%		$ 241,722
Mobilization		5.0%		$ 241,722
(e) Subtotal Miscellaneous				**$ 966,889**
(a+b+c+d+e) Total Construction				**$ 5,801,337**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 6,381,470**
Design & Construction Engineering		20.0%		$ 1,160,267
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**
Total Estimated Cost				**$ 7,541,738**

US 52/62_41st St. Interchange Improvements

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	864	$ 95,010
4" Concrete Walk	sq ft	$10.00	3,686	$ 36,860
8" Concrete pavement	sq yd	$110.00	0	$ -
Concrete pavement	sq yd	$110.00	0	$ -
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	432	$ 16,425
Subgrade Excavation (1)	cu yd	$10.00	1,610	$ 16,101
Common Excavation	cu yd	$10.00	1,009	$ 10,086
Common Borrow	cu yd	$15.00	1,513	$ 34,039
Select Granular Borrow	cu yd	$25.00	1,610	$ 40,252
Mill Pavement	sq yd	$4.00	0	$ -
Curb and Gutter Design B624	lin ft	$30.00	826	$ 24,780
(a) Subtotal Paving and Grading				**$ 273,553**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 19,149
Private Utilities		3.0%		$ 8,207
Signing, Striping, Traffic Control		4.0%		$ 10,942
Erosion Control and Turf Establishment		3.0%		$ 8,207
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 46,504**
DRAINAGE				
Storm Sewer		25.0%		$ 68,388
(c) Subtotal Drainage				**$ 68,388**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$800,000		$ -
Bridge Widen	sqft	$350		$ -
Retaining Wall	sqft	$110		$ -
Retaining Block Wall	sqft	$70		$ -
14x10 Precast Concrete Box Culvert	lin ft	$2,200		$ -
14x10 Precast Concrete Box Culvert End Section	each	$50,000		$ -
Lighting	each	$6,000		$ -
Interchange Lighting		$480,000		$ -
Landscaping		$20,000		$ -
Intersection ADA	each	$ 6,000.00	7	$ 42,000
Signal System	each	$ 300,000.00		$ -
Signal System Modification	each	$ 150,000.00	1	$ 150,000
(d) Subtotal Structural				**$ 192,000**
(a+b+c+d) Subtotal Construction				**$ 580,445**
Roadway Contingency		10.0%		$ 38,844
Structure Contingency		10.0%		$ 19,200
TMP		5.0%		$ 29,022
Mobilization		5.0%		$ 29,022
(e) Subtotal Miscellaneous				**$ 116,089**
(a+b+c+d+e) Total Construction				**$ 696,534**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 766,187**
Design & Construction Engineering		20.0%		$ 139,307
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**

Total Estimated Cost	**$ 905,494**

41st St./W. Circle Dr. Intersection Improvements

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	1,619	$ 178,038
4" Concrete Walk	sq ft	$10.00	11,338	$ 113,380
8" Concrete pavement	sq yd	$110.00	0	$ -
Concrete pavement	sq yd	$110.00	0	$ -
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	1,479	$ 56,198
Subgrade Excavation (1)	cu yd	$10.00	5,700	$ 57,000
Common Excavation	cu yd	$10.00	3,451	$ 34,507
Common Borrow	cu yd	$15.00	5,176	$ 116,463
Select Granular Borrow	cu yd	$25.00	5,700	$ 142,501
Mill Pavement	sq yd	$4.00	4,930	$ 19,719
Curb and Gutter Design B624	lin ft	$30.00	2,326	$ 69,780
(a) Subtotal Paving and Grading				**$ 787,585**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 55,131
Private Utilities		3.0%		$ 23,628
Signing, Striping, Traffic Control		4.0%		$ 31,503
Erosion Control and Turf Establishment		3.0%		$ 23,628
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 133,890**
DRAINAGE				
Storm Sewer		25.0%		$ 196,896
(c) Subtotal Drainage				**$ 196,896**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$800,000		$ -
Bridge Widen	sqft	$350		$ -
Retaining Wall	sqft	$110		$ -
Retaining Block Wall	sqft	$70		$ -
14x10 Precast Concrete Box Culvert	lin ft	$2,200		$ -
14x10 Precast Concrete Box Culvert End Section	each	$50,000		$ -
Lighting	each	$6,000		$ -
Interchange Lighting		$480,000		$ -
Landscaping		$20,000		$ -
Intersection ADA	each	$ 6,000.00	6	$ 36,000
Signal System	each	$ 300,000.00		$ -
Signal System Modification	each	$ 150,000.00	1	$ 150,000
(d) Subtotal Structural				**$ 186,000**
(a+b+c+d) Subtotal Construction				**$ 1,304,371**
Roadway Contingency		10.0%		$ 111,837
Structure Contingency		10.0%		$ 18,600
TMP		5.0%		$ 65,219
Mobilization		5.0%		$ 65,219
(e) Subtotal Miscellaneous				**$ 260,874**
(a+b+c+d+e) Total Construction				**$ 1,565,246**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 1,721,770**
Design & Construction Engineering		20.0%		$ 313,049
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**

Total Estimated Cost	**$ 2,034,819**

W. Circle Dr. / Valleyhigh Rd. Intersection Improvements

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	612	$ 67,317
4" Concrete Walk	sq ft	$10.00	5,145	$ 51,450
8" Concrete pavement	sq yd	$110.00	0	$ -
Concrete pavement	sq yd	$110.00	0	$ -
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	353	$ 13,420
Subgrade Excavation (1)	cu yd	$10.00	1,483	$ 14,833
Common Excavation	cu yd	$10.00	824	$ 8,241
Common Borrow	cu yd	$15.00	1,236	$ 27,812
Select Granular Borrow	cu yd	$25.00	1,483	$ 37,083
Mill Pavement	sq yd	$4.00	0	$ -
Curb and Gutter Design B624	lin ft	$30.00	1,448	$ 43,440
(a) Subtotal Paving and Grading				**$ 263,595**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 18,452
Private Utilities		3.0%		$ 7,908
Signing, Striping, Traffic Control		4.0%		$ 10,544
Erosion Control and Turf Establishment		3.0%		$ 7,908
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 44,811**
DRAINAGE				
Storm Sewer		25.0%		$ 65,899
(c) Subtotal Drainage				**$ 65,899**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$800,000		$ -
Bridge Widen	sqft	$350		$ -
Retaining Wall	sqft	$110		$ -
Retaining Block Wall	sqft	$70		$ -
14x10 Precast Concrete Box Culvert	lin ft	$2,200		$ -
14x10 Precast Concrete Box Culvert End Section	each	$50,000		$ -
Lighting	each	$6,000		$ -
Interchange Lighting		$480,000		$ -
Landscaping		$20,000		$ -
Intersection ADA	each	$ 6,000.00		$ -
Signal System	each	$ 300,000.00		$ -
Signal System Modification	each	$ 150,000.00	1	$ 150,000
(d) Subtotal Structural				**$ 150,000**
(a+b+c+d) Subtotal Construction				**$ 524,305**
Roadway Contingency		10.0%		$ 37,430
Structure Contingency		10.0%		$ 15,000
TMP		5.0%		$ 26,215
Mobilization		5.0%		$ 26,215
(e) Subtotal Miscellaneous				**$ 104,861**
(a+b+c+d+e) Total Construction				**$ 629,166**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 692,082**
Design & Construction Engineering		20.0%		$ 125,833
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**

Total Estimated Cost	**$ 817,916**

Watson Ave / Valleyhigh Dr. Intersection Improvements

Item Description	Units	Unit Cost	Quantity	Total
PAVING AND GRADING (P & G) COSTS				
Bituminous Pavement (1)	ton	$110.00	989	$ 108,763
4" Concrete Walk	sq ft	$10.00	0	$ -
8" Concrete pavement	sq yd	$110.00	0	$ -
Concrete pavement	sq yd	$110.00	0	$ -
Class 2 Aggregate Shoulder (1)	cu yd	$60.00	0	$ -
Class 6 Aggregate Base (1)	cu yd	$38.00	417	$ 15,833
Subgrade Excavation (1)	cu yd	$10.00	1,750	$ 17,500
Common Excavation	cu yd	$10.00	972	$ 9,722
Common Borrow	cu yd	$15.00	1,458	$ 32,813
Select Granular Borrow	cu yd	$25.00	1,750	$ 43,750
Mill Pavement	sq yd	$4.00	0	$ -
Curb and Gutter Design B624	lin ft	$30.00		$ -
(a) Subtotal Paving and Grading				**$ 228,381**
UTILITIES, REMOVALS, DRAINAGE, ETC.				
Removals/Clear and Grub		7.0%		$ 15,987
Private Utilities		3.0%		$ 6,851
Signing, Striping, Traffic Control		4.0%		$ 9,135
Erosion Control and Turf Establishment		3.0%		$ 6,851
(b) Subtotal Utilities, Removals, Drainage, Etc.				**$ 38,825**
DRAINAGE				
Storm Sewer		25.0%		$ 57,095
(c) Subtotal Drainage				**$ 57,095**
STRUCTURES/SIGNALS/MISC. COST				
Bridge removal	sqft	$25		$ -
Bridge rehab	lump sum	$800,000		$ -
Bridge Widen	sqft	$350		$ -
Retaining Wall	sqft	$110		$ -
Retaining Block Wall	sqft	$70		$ -
14x10 Precast Concrete Box Culvert	lin ft	$2,200		$ -
14x10 Precast Concrete Box Culvert End Section	each	$50,000		$ -
Lighting	each	$6,000		$ -
Interchange Lighting		$480,000		$ -
Landscaping		$20,000		$ -
Intersection ADA	each	$ 6,000.00		$ -
Signal System	each	$ 300,000.00	1.00	$ 300,000
Signal System Modification	each	$ 150,000.00		$ -
(d) Subtotal Structural				**$ 300,000**
(a+b+c+d) Subtotal Construction				**$ 624,300**
Roadway Contingency		10.0%		$ 32,430
Structure Contingency		10.0%		$ 30,000
TMP		5.0%		$ 31,215
Mobilization		5.0%		$ 31,215
(e) Subtotal Miscellaneous				**$ 124,860**
(a+b+c+d+e) Total Construction				**$ 749,160**
Inflation Adjusted Construction Cost for 2027 (1.10 factor)				**$ 824,077**
Design & Construction Engineering		20.0%		$ 149,832
RW Cost				
Total RW	lump sum placeholder	$825,000		$ -
Total RW				**$ -**

Total Estimated Cost	**$ 973,909**

Appendix G

Geotechnical Borings


ST-1
ST-2
ST-3
ST-4
ST-5
ST-6
ST-7
ST-8
ST-9
ST-10
ST-11
ST-12
ST-13
ST-14
ST-15
ST-16
ST-17
1066

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-1**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Grass | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
		LEAN CLAY (CL), black, moist (TOPSOIL)					
1.0		LEAN CLAY (CL), gray, moist to wet, medium to soft (LOESS)		AU			
				1-2-3 (5) 0"			
			5	1-2-3 (5) 6"			
				1-1-1 (2) 10"			
9.0		SILT (ML), light gray, moist to wet, soft to medium (LOESS)	10	1-1-3 (4) 10"			
				1-2-5-26 (7) 16"			
14.0							
14.5		POORLY GRADED SAND (SP), with Gravel, gray, wet, dense (GLACIAL OUTWASH)					Water not observed while drilling.
		END OF BORING	15				
		Boring then backfilled with auger cuttings					

DRAFT

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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-2**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Grass | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		FILL: SANDY LEAN CLAY (CL), gray with dark gray becoming dark gray with black, trace organics, moist		3-5-6 (11) 8"			
			5	3-5-6 (11) 12"	3.5		
7.0		LEAN CLAY (CL), brown, moist, soft (LOESS)		4-1-3 (4) 8"			
			10	1-1-2 (3) 10"	0		
11.0		SILT (ML), brown, moist to wet, soft (LOESS)		1-1-1-3 (2) 16"			
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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BRAUN INTERTEC
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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-3**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Grass | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		SANDY LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		FILL: SANDY LEAN CLAY (CL), gray with dark brown, moist		6-5-10 (15) 8"	3.5		
4.0		LEAN CLAY (CL), brown, moist, stiff (LOESS)	5	6-6-8 (14) 10"	1.5		
6.0		SILT (ML), light brown, moist, medium (LOESS)		2-2-3 (5) 8"	1		
			10	3-4-4 (8) 10"	1		
				2-2-3-5 (5) 14"	1		
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

DRAFT

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-4**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
START DATE: 06/04/25 END DATE: 06/04/25
SURFACE ELEVATION: RIG: 7507 METHOD: 3 1/4" HSA
DRILLER: E. Rislov LOGGED BY: K. Johnson
SURFACING: Grass WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		LEAN CLAY (CL), brown, moist, soft (LOESS)		1-1-3 (4) 8"	0.75		
4.0							
		LEAN CLAY with SAND (CL), brown, moist, medium (GLACIAL TILL)	5	1-3-3 (6) 10"			
6.0							
		CLAYEY SAND (SC), fine to medium-grained, gray with brown, moist to wet, loose (GLACIAL TILL)		2-4-5 (9) 10"			
9.0							
		SANDY LEAN CLAY (CL), trace Gravel, gray, moist, stiff (GLACIAL TILL)	10	2-4-8 (12) 12"	2		
				5-6-8-11 (14) 14"			
14.5							
		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

DRAFT

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-5**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Grass | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		LEAN CLAY (CL), brown, moist, stiff to medium (LOESS)		4-9-8 (17) 10"	3.5		
			5	3-4-4 (8) 12"	1.5		
6.0		SILT (ML), light brown, moist, medium (LOESS)		2-23 (23) 10"	0.25		
9.0		SANDY LEAN CLAY (CL), trace Gravel, brown, moist, medium to stiff (GLACIAL TILL)	10	1-3-5 (8) 10"	1		
				2-5-7-8 (12) 14"	2		
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-6**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Grass | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
		LEAN CLAY with SAND (CL), black, moist (TOPSOIL)					
1.0		SANDY LEAN CLAY (CL), trace Gravel, gray, moist, stiff to hard (GLACIAL TILL)		AU			
				2-5-9 (14) 10"	3.5		
			5	1-6-10 (16) 5"	1.5		
				4-9-14 (23) 0"			
			10	3-8-4 (12) 22"			
				14-14-23-28 (37) 37"			
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
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2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-7**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Field | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		GRAVELLY LEAN CLAY (CL), dark brown, moist (TOPSOIL)		AU			
		FILL: LEAN CLAY (CL), trace organic, brown, moist		1-2-2 (4) 6"			
3.0		LEAN CLAY (CL), brown, moist, soft (LOESS)					
			5	1-1-2 (3) 4"	0.5		
6.0		POORLY GRADED SAND (SP), fine to coarse-grained, brown, moist, loose (GLACIAL OUTWASH)		7-5-4 (9) 6"			
			10	7-5-12 (17) 0"			
				3-12-10-26 (22) 0"			
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-8**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
START DATE: 06/04/25 END DATE: 06/04/25
SURFACE ELEVATION: RIG: 7507 METHOD: 3 1/4" HSA
DRILLER: E. Rislov LOGGED BY: K. Johnson
SURFACING: Field WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), dark brown (TOPSOIL)		AU			
		LEAN CLAY (CL), brown, moist, soft (LOESS)		1-2-2 (4) 8"	2.25		
4.0		SILT (ML), light brown, moist, medium (LOESS)	5	1-3-3 (6) 8"	1.25		
				2-2-3 (5) 10"	0.25		
			10	2-3-3 (6) 8"	0.75		
				1-2-3-3 (5) 12"			
14.3					0.5		
14.5		POORLY GRADED SAND (SP), fine to coarse-grained, brown, moist, loose (GLACIAL OUTWASH)	15				Water not observed while drilling.
		END OF BORING					
		Boring then backfilled with auger cuttings					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-9**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
START DATE: 06/04/25 END DATE: 06/04/25
SURFACE ELEVATION: RIG: 7507 METHOD: 3 1/4" HSA
SURFACING: Grass WEATHER: Clear
DRILLER: E. Rislov LOGGED BY: K. Johnson

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
		FILL: CLAYEY SAND (SC), with Gravel, dark brown, moist		AU			
2.0		FILL: LEAN CLAY (CL), with organic, black, moist		4-5-6 (11) 8"			
			5	1-3-3 (6) 6"			
7.0		SANDY LEAN CLAY (CL), trace Gravel, brown, moist, medium (GLACIAL TILL)		2-2-4 (6) 12"	1.25		
			10	2-3-5 (8) 12"	1.75		
				5-5-8-9 (13) 16"			
14.5					2.25		
		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-10**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Field | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		SANDY LEAN CLAY (CL), dark brown, moist (BURIED TOPSOIL)		AU			
		POORLY GRADED SAND with SILT (SP-SM), fine to coarse-grained, trace Gravel, brown, moist, medium (GLACIAL OUTWASH)		8-9-9 (18) 8"			
5				1-6-9 (15) 8"			
7.0		POORLY GRADED SAND (SP), fine to coarse-grained, trace Gravel, brown, moist, loose (GLACIAL OUTWASH)		2-3-4 (7) 6"			
10				1-3-3 (6) 10"			
				2-3-4-6 (7) 10"			
14.5		END OF BORING					Water not observed while drilling.
15		Boring then backfilled with auger cuttings					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-11**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Field | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		LEAN CLAY (CL), brown, moist, soft to medium (LOESS)		1-2-1 (3) 8"	1.25		
6.0			5	1-2-3 (5) 10"	0.25		
		SILT (ML), light brown, moist, medium (LOESS)		1-2-3 (5) 12"	0		
9.0							
		LEAN CLAY (CL), brown, moist, medium (LOESS)	10	1-2-3 (5) 12"	0.25		
11.0							
		SILT (ML), light brown with gray, moist, medium (LOESS)		2-3-3-5 (6) 14"			
14.5					0		
		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-12**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
START DATE: 06/04/25 END DATE: 06/04/25
SURFACE ELEVATION: RIG: 7507 METHOD: 3 1/4" HSA
SURFACING: Field WEATHER: Clear
DRILLER: E. Rislov LOGGED BY: K. Johnson

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
		LEAN CLAY (CL), black, moist (TOPSOIL)					
1.0		LEAN CLAY (CL), brown, moist, medium to soft (LOESS)		AU			
				1-3-3 (6) 8"	1		
			5	1-2-2 (4) 6"	0.5		
7.0		SILT (ML), light brown, moist to wet, soft (LOESS)		1-1-2 (3) 10"	0		
			10	1-1-2 (3) 10"	0		
				1-2-2-3 (4) 12"			
14.5		END OF BORING	15		0		Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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See Descriptive Terminology sheet for explanation of abbreviations

Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-13**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Grass | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), brown, moist (TOPSOIL)					
		FILL: SANDY LEAN CLAY (CH), brown, moist		AU			
				2-6-7 (13) 6"	3.5		
			5	2-4-6 (10) 6"	2		
7.0							
		LEAN CLAY (CL), brown, moist, medium to soft (LOESS)		2-2-3 (5) 8"			
			10	1-1-2 (3) 10"	0.5		
11.0							
		SILT (ML), light brown, moist to wet, soft (LOESS)		1-1-2-3 (3) 12"	0.25		
14.5							
		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-14**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
START DATE: 06/04/25 END DATE: 06/04/25
SURFACE ELEVATION: RIG: 7507 METHOD: 3 1/4" HSA
SURFACING: Grass WEATHER: Clear
DRILLER: E. Rislov LOGGED BY: K. Johnson

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
		LEAN CLAY (CL), black, moist (TOPSOIL)					
1.0		LEAN CLAY (CL), brown, moist, soft (LOESS)		AU			
				1-1-2 (3) 8"	0.25		
			5	1-1-1 (2) 8"	0		
7.0		SILT (ML), brown, moist (LOESS)		1-3-4 (7) 10"			
			10	1-1-4 (5) 8"	1		
				2-2-6 (8) 1"			
14.0					1.25		
14.5		SANDY LEAN CLAY (CL), trace Gravel, brown, moist, medium (GLACIAL TILL)					Water not observed while drilling.
		END OF BORING	15				
		Boring then backfilled with auger cuttings					

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Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-15**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
START DATE: 06/04/25 END DATE: 06/04/25
SURFACE ELEVATION: RIG: 7507 METHOD: 3 1/4" HSA SURFACING: Grass WEATHER: Clear
DRILLER: E. Rislov LOGGED BY: K. Johnson

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		FILL: LEAN CLAY (CL), brown, moist		1-2-2 (4) 3"	2		
			5	1-1-2 (3) 6"	1.5		
6.0		SILT (ML), light brown, moist to wet, soft (LOESS)		1-1-2 (3) 8"	0.25		
			10	1-1-2 (3) 10"	0		
				1-1-2-5 (3) 16"			
14.5		END OF BORING	15		0		Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-16**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
START DATE: 06/04/25 END DATE: 06/04/25
SURFACE ELEVATION: RIG: 7507 METHOD: 3 1/4" HSA
SURFACING: Grass WEATHER: Clear
DRILLER: E. Rislov LOGGED BY: K. Johnson

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		LEAN CLAY (CL), brown, moist, medium (LOESS)		1-2-3 (5) 8"	1		
			5	1-2-4 (6) 10"	1		
				3-3-5 (8) 10"	1		
9.0		SILT (ML), light brown, moist, medium (LOESS)	10	2-3-3 (6) 10"	1		
				2-3-5-7 (8) 16"	1		
14.5		END OF BORING	15				Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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Project Number B2504758
Geotechnical Evaluation
Rochester Technology Campus Development
2900 37th Street Northwest
Rochester, Minnesota

BORING: **ST-17**
LOCATION: See attached sketch
DATUM:
NORTHING: EASTING:
DRILLER: E. Rislov | LOGGED BY: K. Johnson | START DATE: 06/04/25 | END DATE: 06/04/25
SURFACE ELEVATION: | RIG: 7507 | METHOD: 3 1/4" HSA | SURFACING: Field | WEATHER: Clear

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
1.0		LEAN CLAY (CL), black, moist (TOPSOIL)		AU			
		LEAN CLAY (CL), light gray, moist, medium to soft (LOESS)		1-2-3 (5) 6"			
			5	2-2-3 (5) 4"	0.25		
				1-1-2 (3) 8"	0		
9.0		SILT (ML), light gray, moist to wet, soft (LOESS)	10	1-1-2 (3) 8"	0		
				2-2-2-5 (4) 16"			
14.5		END OF BORING	15		0		Water not observed while drilling.
		Boring then backfilled with auger cuttings					

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Appendix H

Current Peak Water Demand

Project Name: Rochester Technology Campus - Current Discharge Maximum Flow Volumes and Water Demand

Author: Connor Burke

Date: 9/30/2025

Current Site Includes Parcel D and Lot 2, Block 1

Discharge Point A - North Discharge Point (31st Ave NW)

BLDG #s	Area (SF)	Uses	Land Use	ADF Factors	Units	ADF	EXISTING WATER DEMAND		
							AHF (GPH)	Peak Factor	Peak Demand (GPH)
201-1	61538	Mfg	Industrial	0.117	GPD/SF	7199.946	300.0	4.50	1350.0
201-M	3093	Equipment Mezzanine	Storage	0.117	GPD/SF	361.881	15.1	1.60	24.1
203-B	26474	Equipment Basement	Storage	0.117	GPD/SF	3097.458	129.1	1.60	206.5
203-1	156132	Warehouse	Warehouse	0.117	GPD/SF	18267.444	761.1	1.60	1217.8
203-M	54096	Equipment Mezzanine	Storage	0.117	GPD/SF	6329.232	263.7	1.60	421.9
204-B	606	CDC basement	Industrial	0.117	GPD/SF	70.902	3.0	4.50	13.3
204-1	17694	CDC	Industrial	0.117	GPD/SF	2070.198	86.3	4.50	388.2
205-1	160825	Receiving / Warehouse	Warehouse	0.117	GPD/SF	18816.525	784.0	1.60	1254.4
205-M	37043	Warehouse	Warehouse	0.117	GPD/SF	4334.031	180.6	1.60	288.9
208-1	22195	CDC	Industrial	0.117	GPD/SF	2596.815	108.2	4.50	486.9
208-M	1753	Equipment Mezzanine	Storage	0.117	GPD/SF	205.101	8.5	1.60	13.7
214	12727	Link	Industrial	0.117	GPD/SF	1489.059	62.0	4.50	279.2
301-U	3285	CUP	Office	0.28	GPD/SF	919.800	38.3	3.25	124.6
301	33977	CUP	Office	0.28	GPD/SF	9513.560	396.4	3.25	1288.3
301-M	13212	CUP	Office	0.28	GPD/SF	3699.360	154.1	3.25	501.0
301-P	3703	CUP	Office	0.28	GPD/SF	1036.840	43.2	3.25	140.4
315-B	2747	IWTP	Office	0.28	GPD/SF	769.160	32.0	3.25	104.2
315-1	6169	IWTP	Office	0.117	GPD/SF	721.773	30.1	3.25	97.7
324	784	West Side Fire Pump House	Industrial	0.117	GPD/SF	91.728	3.8	4.50	17.2
333-1	40209	Warehouse (Refurbishment)	Warehouse	0.117	GPD/SF	4704.453	196.0	1.60	313.6
333-M	3957	Equipment Mezzanine	Storage	0.117	GPD/SF	462.969	19.3	1.60	30.9
335	7000	Grounds / Storage	Storage	0.117	GPD/SF	819.000	34.1	1.60	54.6
687	3008	Sand / Salt Storage	Storage	0.117	GPD/SF	351.936	14.7	1.60	23.5
		Cooling Water Discharge	Industrial	50000	GPD	50000.000	2083.3	4.50	9375.0
Totals	672,227.00							Peak Water Demand (GPH)	18016

	Totals	Permitted	Difference
GPD	137,929	504,000	366,071
GPH	5,747	21,000	15,253
GPM	96	350	254

Discharge Point B - East Discharge Point (USH 52)

BLDG #s	Area (SF)	Uses	Land Use	ADF Factors	Units	ADF	EXISTING WATER DEMAND		
							AHF (GPH)	Peak Factor	Peak Demand (GPH)
001-1	55057	IBM Cafeteria, Kitchen, Private Dinning Rooms	Common Area	0.280	GPD/SF	15415.960	642.3	4.0	2569.3
001-M	3463	Equipment Mezzanine	Storage	0.117	GPD/SF	405.171	16.9	1.6	27.0
001-P	4162	Equipment Penthouse	Storage	0.117	GPD/SF	486.954	20.3	1.6	32.5
002-1	21521	Offices	Office	0.280	GPD/SF	6025.880	251.1	3.3	816.0
002-2	21531	Offices	Office	0.280	GPD/SF	6028.680	251.2	3.3	816.4
003-1	21627	Emcor Offices / Waters Medical Offices / Storage	Office	0.280	GPD/SF	6055.560	252.3	3.3	820.0
003-2	21564	Preventice / Offices / Lab	Office	0.280	GPD/SF	6037.920	251.6	3.3	817.6
004-1	22120	Offices / Lab	Office	0.280	GPD/SF	6193.600	258.1	3.3	838.7
004-2	22152	Offices	Office	0.280	GPD/SF	6202.560	258.4	3.3	839.9
005-1	27758	Offices	Office	0.280	GPD/SF	7772.240	323.8	3.3	1052.5
005-2	27777	Offices	Office	0.280	GPD/SF	7777.560	324.1	3.3	1053.2
006-B	10299	Equipment Basement	Storage	0.117	GPD/SF	1204.983	50.2	1.6	80.3
006-1	21518	Offices	Office	0.280	GPD/SF	6025.040	251.0	3.3	815.9
006-2	21524	Offices	Office	0.280	GPD/SF	6026.720	251.1	3.3	816.1
015-1	35922	IBM Lab	Industrial	0.117	GPD/SF	4202.874	175.1	4.5	788.0
015-2	35926	IBM Offices	Office	0.280	GPD/SF	10059.280	419.1	3.3	1362.2
015-3	35860	IBM Offices - Sub-leased to Kyndrl	Office	0.280	GPD/SF	10040.800	418.4	3.3	1359.7
020-1	80963	IBM Testing Labs	Industrial	0.117	GPD/SF	9472.671	394.7	4.5	1776.1
020-2	73202	IBM Lab / Offices /	Office	0.280	GPD/SF	20496.560	854.0	3.3	2775.6
020-3	73328	IBM Lab	Industrial	0.117	GPD/SF	8579.376	357.5	4.5	1608.6
025-1	35833	IBM Lab	Industrial	0.117	GPD/SF	4192.461	174.7	4.5	786.1
025-2	35854	IBM Meeting Space / Briefing Center / Offices	Office	0.280	GPD/SF	10039.120	418.3	3.3	1359.5
025-3	35847	IBM Offices	Office	0.280	GPD/SF	10037.160	418.2	3.3	1359.2
030-1	32814	IBM Lab	Industrial	0.117	GPD/SF	3839.238	160.0	4.5	719.9
030-2	60197	IBM Open Offices / Lab	Office	0.280	GPD/SF	16855.160	702.3	3.3	2282.5
030-3	60178	IBM Open Offices	Office	0.280	GPD/SF	16849.840	702.1	3.3	2281.7
040-1	29161	IBM Packaging Lab / Shipping / Receiving	Industrial	0.117	GPD/SF	3411.837	142.2	4.5	639.7
040-2	60203	IBM Lab / IBM Offices	Office	0.280	GPD/SF	16856.840	702.4	3.3	2282.7
040-3	60214	IBM Offices	Office	0.280	GPD/SF	16859.920	702.5	3.3	2283.1
050-1	33752	IBM Lab	Industrial	0.117	GPD/SF	3948.984	164.5	4.5	740.4
050-2	36784	IBM Open Offices	Office	0.280	GPD/SF	10299.520	429.1	3.3	1394.7
050-3	36745	IBM Offices	Office	0.280	GPD/SF	10288.600	428.7	3.3	1393.2
101-1	61596	Maint / Cleaning / Waehouse / Waters Medical	Storage	0.117	GPD/SF	7206.732	300.3	1.6	480.4
101-M	4067	Equipment Mezzanine / Contractors	Storage	0.117	GPD/SF	475.839	19.8	1.6	31.7
102-B	3029	Cleaning Supplies Storage	Storage	0.117	GPD/SF	354.393	14.8	1.6	23.6
102-1	89749	Mfg	Industrial	0.117	GPD/SF	10500.633	437.5	4.5	1968.9
102-M	3308	Equipment Mezzanine	Storage	0.117	GPD/SF	387.036	16.1	1.6	25.8
103-1	61691	MFG / Promana / Rion / Applied Aerosols	Industrial	0.117	GPD/SF	7217.847	300.7	4.5	1353.3
103-M	5505	Equipment Mezzanine	Storage	0.117	GPD/SF	644.085	26.8	1.6	42.9
104-1	79653	Mfg	Industrial	0.117	GPD/SF	9319.401	388.3	4.5	1747.4
104-M	3093	Equipment Mezzanine	Storage	0.117	GPD/SF	361.881	15.1	1.6	24.1
105-1	86586	Mfg	Industrial	0.117	GPD/SF	10130.562	422.1	4.5	1899.5
105-M	12736	Equipment Mezzanine	Storage	0.117	GPD/SF	1490.112	62.1	1.6	99.3
106-B	6691	Equipment Basement	Storage	0.117	GPD/SF	782.847	32.6	1.6	52.2
106-1	60850	Mfg	Industrial	0.117	GPD/SF	7119.450	296.6	4.5	1334.9
106-M	12414	Equipment Mezzanine	Storage	0.117	GPD/SF	1452.438	60.5	1.6	96.8
107-1	60958	Offices	Office	0.280	GPD/SF	17068.240	711.2	3.3	2311.3
107-2	61429	Offices	Office	0.280	GPD/SF	17200.120	716.7	3.3	2329.2
108-1	86796	WD Offices / WD Labs	Office	0.280	GPD/SF	24302.880	1012.6	3.3	3291.0
108-M	85889	Equipment Mezzanine / Lab / WD Compuert Room	Industrial	0.117	GPD/SF	10049.013	418.7	4.5	1884.2
109-1	60771	Mfg	Industrial	0.117	GPD/SF	7110.207	296.3	4.5	1333.2
109-M	32793	Equipment Mezzanine/ Offices	Office	0.280	GPD/SF	9182.040	382.6	3.3	1243.4
110-1	60744	Vyriad Mfg / Offices	Office	0.280	GPD/SF	17008.320	708.7	3.3	2303.2
110-M	48731	Equipment Mezzanine	Storage	0.117	GPD/SF	5701.527	237.6	1.6	380.1
111-1	47581	WD Lab / Warehouse / Mfg	Industrial	0.117	GPD/SF	5566.977	232.0	4.5	1043.8
111-M	46908	Equipment Mezzanine	Storage	0.117	GPD/SF	5488.236	228.7	1.6	365.9
114-1	132035	Mfg / Offices / WD Lab	Office	0.280	GPD/SF	36969.800	1540.4	3.3	5006.3
114-2	121845	Offices / Lab / WD Offices /WD Lab	Office	0.280	GPD/SF	34116.600	1421.5	3.3	4620.0
239	2379	Woodside Park Pavilion	REMOVING	0.000	GPD/SF	0.000	0.0		0.0
688	928	East Berm Fire Water Pump House	Industrial	0.117	GPD/SF	108.576	4.5	4.5	20.4
897	198	Main Entrnace Guard House	REMOVING	0.000	GPD/SF	0.000	0.0		0.0
901	98	North Side Entrnce Guard House	REMOVING	0.000	GPD/SF	0.000	0.0		0.0
Totals	2,495,907.00							Peak Water Demand (GPH)	73901

	Totals	Permitted	Difference
GPD	515,304.861	1,252,800	737,495
GPH	21,471	52,200	30,729
GPM	358	870	512

Peak Water Demand (Current Site), GPH	91,917.35
Peak Irrigation Demand (Current Site), GPH	7,421.73
Total Peak Water Demand (Current Site), GPH	99,339.08

Appendix I

Future Peak Water Demand

Project Name: Rochester Technology Campus - Future Discharge Maximum Flow Volumes and Water Demand

Author: Connor Burke

Date: 9/30/2025

*Assume Water Demand Equals Sanitary Discharge Volumes

Discharge Point A (North)

Parcel	Area AC	Area SF	Zoning	Land Use	Assumed Developable Area %	Developable Area AC	Developable Area SF	Assumed Maximum Residential Unit Density Units/AC	# of Residential Units	Rooms per Acre	# of Hotel Rooms	Max Floor Area Ratio	Maximum Building Footprint (SF)	ADF Factors (GPD/UNIT)	ADF (GPD Units)	ADF (GPD)	Notes	FUTURE WATER DEMAND: AHF (GPH)	Peak Factor	Peak Demand (GPH)	Peak Irrigation Demand (GPH)
A	23.88	1,040,213	SI	Industrial	75%	17.91	780,160	-	-	-	-	0.4	416,085.1	117	PER 1,000 SF	48,681.96	FAR of 0.4 used.	2,028.41	4.5	9,127.87	2025.16
B	48.07	2,093,929	MX-C	Multifamily	65%	31.25	1,361,054	18	563	-	-	0.7	-	140	Res. Unit	78,820.00	18 units per acre for developable area.	3,284.17	2.5	8,210.42	4076.62
C	14.90	649,044	MX-C	Multifamily	50%	7.45	324,522	12	90	-	-	0.7	-	140	Res. Unit	12,600.00	12 units per acre for developable area. However, area is highly likely to be left as an undeveloped outlot due to wetlands, drainage easement, and no-built easement around Home Depot.	525.00	2.5	1,312.50	1263.61
															Future Development Discharge Subtotal	140,101.96	GPD		Peak Water Demand (GPH)	18,650.78	7,365.39
															Current Discharge from Existing Facilities	137,929.17	GPD				
															Total Future Discharge	278,031.13	GPD				
															Discharge Limit	504,000.00	GPD				
															Available Capacity	225,968.87	GPD				

Discharge Point B (East)

Parcel	Area AC	Area SF	Zoning	Land Use	Assumed Developable Area %	Developable Area AC	Developable Area SF	Assumed Maximum Residential Unit Density Units/AC	# of Residential Units	Rooms per Acre	# of Hotel Rooms	Max Floor Area Ratio	Assumed Maximum Building Footprint (SF)	ADF Factors (GPD/UNIT)	ADF (GPD Units)	ADF (GPD)	Notes	FUTURE WATER DEMAND: AHF (GPH)	Peak Factor	Peak Discharge (GPH)	Peak Irrigation Demand (GPH)
E	12.92	562,795	MX-C	Commercial/Retail	40%	5.17	225,118	-	-	-	-	0.7	157,582.7	280	PER 1,000 SF	44,123.14	Drainage easement, shape of remaining property, and steep slopes reduce developable area.	1,838.46	4	7,353.86	1095.69
F-1	3.15	137,214	MX-C	Hotel	100%	3.15	137,214	-	-	50	158	0.7	-	140	Lodging Unit	22,050.00	Assume 50 rooms per acre.	918.75	5	4,593.75	470.67
F-2	2.40	104,544	MX-C	Hospitality	100%	2.40	104,544	-	-	-	-	0.7	73,180.8	280	PER 1,000 SF	20,490.62	Assumes maximum Floor Area.	853.78	5	4,268.88	
G	5.69	247,856	MX-C	Commercial/Retail	100%	5.69	247,856	-	-	-	-	0.7	173,499.5	280	PER 1,000 SF	48,579.85	Assumes maximum Floor Area.	2,024.16	4	8,096.64	482.55
H-1	4.32	188,179	MX-C	Hotel	100%	4.32	188,179	-	-	50	216	0.7	-	140	Lodging Unit	30,240.00	Assume 50 rooms per acre.	1,260.00	5	6,300.00	926.08
H-2	6.60	287,496	MX-C	Commercial/Retail	100%	6.60	287,496	-	-	-	-	0.7	201,247.2	280	PER 1,000 SF	56,349.22	Assumes maximum Floor Area.	2,347.88	4	9,391.54	
I-1	3.36	146,362	MX-C	Hotel	100%	3.36	146,362	-	-	50	168	0.7	-	140	Lodging Unit	23,520.00	Assume 50 rooms per acre.	980.00	5	4,900.00	413.85
I-2	1.52	66,211	MX-C	Hospitality	100%	1.52	66,211	-	-	-	-	0.7	46,347.8	280	PER 1,000 SF	12,977.40	Assumes maximum Floor Area.	540.72	5	2,703.62	
J	14.10	614,196	MX-C	Multifamily	100%	14.10	614,196	32	452	-	-	0.7	-	140	Res. Unit	63,280.00	32 units per acre for developable area.	2,636.67	2.5	6,591.67	1195.76
M	16.10	701,316	R-3	Multifamily	100%	16.10	701,316	32	516	-	-	1.5	-	140	Res. Unit	72,240.00	32 units per acre for developable area.	3,010.00	2.5	7,525.00	1365.37
N	11.46	499,198	MX-C	Multifamily	100%	11.46	499,198	32	367	-	-	0.7	-	140	Res. Unit	51,380.00	32 units per acre for developable area.	2,140.83	2.5	5,352.08	971.88
O	11.65	507,474	MX-C	Commercial	100%	11.65	507,474	-	-	-	-	0.7	355,231.8	280	PER 1,000 SF	99,464.90	Assumes maximum Floor Area.	4,144.37	4	16,577.48	987.99
Q	19.97	869,893	MX-C	Industrial	100%	19.97	869,893	-	-	-	-	0.4	347,957.3	117	PER 1,000 SF	40,711.00	FAR of 0.4 used.	1,696.29	4.5	7,633.31	1693.57
L3, B1	5.81	253,084	MX-C	Commercial/Retail	100%	5.81	253,084	-	-	-	-	0.7	177,158.5	280	PER 1,000 SF	49,604.39	Assumes maximum Floor Area.	2,066.85	4	8,267.40	3308.28
															Future Development Discharge Subtotal	635,010.52	GPD		Peak Water Demand (GPH)	99,555.23	12,911.69
															Current Discharge from Existing Facilities	515,305.00	GPD				
															Total Future Discharge	1,150,315.52	GPD				
															Discharge Limit	1,252,800.00	GPD				
															Available Capacity	102,484.48	GPD				

Discharge Point C (Southeast)

Parcel	Area AC	Area SF	Zoning	Land Use	Assumed Developable Area %	Developable Area AC	Developable Area SF	Assumed Maximum Residential Unit Density Units/AC	# of Residential Units	Rooms per Acre	# of Hotel Rooms	Max Floor Area Ratio	Maximum Building Footprint (SF)	ADF Factors (GPD/UNIT)	ADF (GPD Units)	ADF (GPD)	Notes	FUTURE WATER DEMAND: AHF (GPH)	Peak Factor	Peak Discharge (GPH)	Peak Irrigation Demand (GPH)
K	13.69	596,336	MX-C	Multifamily	100%	13.69	596,336	32	439	-	-	1.5	-	140	Res. Unit	61,460.00	32 units per acre for developable area.	2,560.83	2.75	7,042.29	1160.99
L	50.34	2,192,810	R-2	4-Plex - Townhomes	100%	50.34	2,192,810	8	403	-	-	N/A	-	140	Res. Unit	56,420.00	8 units per acre for developable area.	2,350.83	2.5	5,877.08	4269.13
															Future Development Discharge Subtotal	117,880.00	GPD		Peak Water Demand (GPH)	12,919.38	5,430.12
															Current Discharge from Existing Facilities	0.00	GPD				
															Total Future Discharge	117,880.00	GPD				
															Discharge Limit	Unknown	GPD				
															Available Capacity	TBD	GPD				

Discharge Point D (Southwest)

Parcel	Area AC	Area SF	Zoning	Land Use	Assumed Developable Area %	Developable Area AC	Developable Area SF	Assumed Maximum Residential Unit Density Units/AC	# of Residential Units	Rooms per Acre	# of Hotel Rooms	Max Floor Area Ratio	Maximum Building Footprint (SF)	ADF Factors (GPD/UNIT)	ADF (GPD Units)	ADF (GPD)	Notes	FUTURE WATER DEMAND: AHF (GPH)	Peak Factor	Peak Discharge (GPH)	Peak Irrigation Demand (GPH)
P	13.66	595,030	MU-C	Commercial	100%	13.66	595,030	-	-	-	-	0.7	416,520.7	280	PER 1,000 SF	116,625.80	Assumes maximum Floor Area.	4,859.41	4	19,437.63	1158.45
															Future Development Discharge Subtotal	116,625.80	GPD		Peak Water Demand (GPH)	19,437.63	1,158.45
															Current Discharge from Existing Facilities	0.00	GPD				
															Total Future Discharge	116,625.80	GPD				
															Discharge Limit	Unknown	GPD				
															Available Capacity	TBD	GPD				

Total Peak Water Demand (Future Site), GPH	150,563.03	26,865.65
Peak Irrigation Demand (Parcel D, Lot 2 Block 1), GPH	0	7421.73
Total Peak Water Demand (Future Site), GPH	150,563.03	34,287.38
Total Peak Water Demand (Future Site), GPH		184,850.41
Difference Between Current and Future Site Total Peak Water Demand, GPH		85,511.33

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Response to Comments, Findings of Fact, and Record of Decision

Rochester Technology Campus

Rochester, MN December 2025

Responsible Governmental Unit (RGU)

Contents

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Appendix A Comments and Response to Comments

Appendix B Record of Decision

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Response to Comments, Findings of Fact, and Record of Decision

Rochester Technology Campus

1 Introduction

The Rochester Technology Campus project involves the redevelopment of approximately 494.4 acres in northwest Rochester previously owned by IBM and now held by IRG. While several existing buildings on the campus continue to be leased—including ongoing IBM occupancy—much of the surrounding land remains undeveloped. IRG proposes to convert these largely agricultural, wetland, and woodland areas into a mixed-use development that supports long-term economic growth and complements surrounding land uses.

The planned development includes commercial, retail, and hospitality uses on the eastern portion of the property; residential neighborhoods to the north and south; and industrial development to the west, adjacent to existing industrial areas. The study area is surrounded by commercial uses to the north, industrial uses to the west, and residential areas to the south, making the proposed land use pattern compatible with its surroundings.

Overall, the project aims to transform the underutilized portions of the former IBM campus into a vibrant, mixed-use district that supports jobs, housing, and services while integrating with existing infrastructure and the broader community.

2 AUAR Notification, Distribution, and Comment Period

In accordance with Minnesota Rules 4410.3610, the Alternative Urban Areawide Review (AUAR) process for the Rochester Technology Campus was initiated by the City of Rochester as the Responsible Governmental Unit (RGU). A Scoping Document was prepared to define the geographic area, development scenarios, and environmental issues to be analyzed. Notice of availability of the Scoping Document was published in the EQB Monitor on August 20, 2024, initiating a 30-day public comment period. Public notice was also provided through local media outlets. The comment period concluded on September 19, 2024.

Following review of comments, the City Council adopted the Final Order and Record of Decision on December 9, 2024, confirming the scope of analysis. Based on this scope, the Draft AUAR was prepared to evaluate cumulative environmental impacts and mitigation strategies for the proposed development scenarios. The Draft AUAR was published in the EQB Monitor on August 12, 2025, initiating a second 30-day public comment period. Agencies and the public provided feedback on infrastructure, water supply, and other technical considerations during this period.

After addressing comments and incorporating revisions, the Revised AUAR was published on November 4, 2025. A 10-day objection period for state agencies and the Metropolitan Council followed, concluding on November 19, 2025. No objections were received.

Future development proposals consistent with the AUAR assumptions and mitigation measures are exempt from further environmental review under Minnesota Rules 4410.3610.

3 Comments Received

3.1 Government Agencies

On September 11, 2025, the Minnesota Department of Natural Resources (DNR), Division of Ecological and Water Resources, submitted formal comments on the Rochester Technology Campus Draft AUAR. The letter was authored by Melissa Collins, Regional Environmental Assessment Ecologist.

The DNR's comments focus on clarifying project details and ensuring environmental impacts are accurately described and evaluated. Broadly, the letter requests:

- Consistency and accuracy in tables and narrative descriptions, including impervious surface totals and wetland impact acreages.
- Clarification of permits, including correcting the status of a previously listed thermal exchange device permit.
- Additional detail on water supply and appropriation, including sources, demands, and infrastructure capacity.
- Stormwater and chloride management considerations, encouraging incorporation of MPCA Smart Salting practices due to increased impervious surface.
- Clarifications related to wetlands, including accurate acreage of impacts under different development scenarios.

3.2 Public Comments

The City received no comments from the general public.

4 Response to Comments

All comments received during the public review period, along with the corresponding responses, are compiled in **Appendix A**. This appendix provides a complete record of agency and public input and documents how each comment was addressed in the preparation of the final AUAR.

5 Findings of Fact and Conclusions

Based on the AUAR, comments received, and the criteria set forth in Minnesota Rule 4410.1700, the City of Rochester finds that:

- The project does not have the potential for significant environmental effects.
- The project's impacts can be mitigated through established design standards, permits, and best management practices.
- The AUAR is considered adequate to meet the requirements of the Minnesota Environmental Review Program.

Appendix A

Comments and Response to Comments

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MEMORANDUM

TO: Elliot Mohler, AICP - City of Rochester

FROM: Rebecca Beduhn, MCWP, PWS - SEH

DATE: December 4 ,2025

RE: Response to DNR Comments: Rochester Technology Campus Alternative Urban Areawide Review (AUAR)
SEH No. IRGRA 178397 14.00

The purpose of this memorandum is to provide additional context and information regarding comments received on the Rochester Technology Campus Alternative Urban Areawide Review (AUAR) Document from the MNDNR. The letter was dated September 11, 2024.

Below is a list of comments received, and our response.

1. Page 9, Table 4-Anticipated permits and approvals. This table should include the local government unit administering the Wetland Conservation Act.

   Response: Table 4 has been updated.

2. Page 9, Permits and Approvals: A Groundwater Thermal Exchange Device Construction Permit was previously listed for this project during scoping, but is no longer listed or discussed in the AUAR. If this aspect of the proposed project has changed, then an explanation of the change would be helpful to reviewers. If not, then detailed analysis is still needed within the AUAR.

   Response: The Groundwater Thermal Exchange Device Construction Permit was removed during the draft phase of the AUAR because it had been included in error during scoping. This permit type was never part of the proposed project, and therefore its removal does not represent a change in project components. Because it is not applicable to the project, no additional discussion is included in the AUAR.

3. Page 20, Stormwater; Appendix E: This section states that there are currently 166.2 acres of impervious surface in the project area, while Table 3, Cover Types, says that there are 206.3 acres, and Appendix E states that there are 175 acres. Appendix E also states that there will be a net increase in impervious surfaces of 212 acres, while Table 3, Cover Types, shows an increase of

approximately 90 to 95 acres of impervious surfaces. Please clarify this large discrepancy and any implications for stormwater management.

Response: Thank you for noting this inconsistency. Table 3 (Cover Types) has been updated to reflect the correct existing impervious surface area of 175 acres, consistent with Appendix E. This correction aligns all references to existing and proposed impervious surface totals within the AUAR. The update does not change the stormwater management approach or conclusions in the document, as the analysis in Appendix E was already based on the accurate acreage.

4. Page 21, Stormwater. The significant increase in impervious surfaces will also increase the amount of road salt used in the project area. Chloride released into groundwater as well as local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. We also encourage cities and counties to consider how they may participate in the Statewide Chloride Management Plan and provide public outreach to reduce the overuse of chloride.

   Response: The AUAR has been updated to acknowledge the potential for increased chloride use associated with additional impervious surfaces and to describe the City's ongoing commitment to chloride-reduction practices. Text was added to clarify that the City will continue to implement and promote MPCA Smart Salting guidance to minimize chloride loading to surface water and groundwater. This includes encouraging participation in MPCA Smart Salting training programs for both municipal and private maintenance staff. These measures support the Statewide Chloride Management Plan and provide opportunities for continued public education and responsible winter maintenance.

5. Page 21, Water Appropriation: This section does not provide details on the water use needs for the proposed development scenarios. Please elaborate and describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required.

   Response: Additional detail regarding water source, quantity, duration, and use has been incorporated into the AUAR to address this comment. The updated Water Appropriation, Water Supply, and Water Use and Demand

sections now describe the municipal wells and aquifers serving the project area, current and projected peak water demands, and available system capacity. As detailed, Rochester Public Utilities (RPU) will supply all water for the development, and current projections indicate that total peak demand at full buildout can be accommodated within RPU's existing system capacity. Based on coordination with RPU, no DNR Water Appropriation Permit is required because water will be provided through the municipal system rather than through new private withdrawals.

6. Pages 21-22, Water Supply: The AUAR notes that Rochester Public Utilities' (RPU) municipal water supply will be utilized, and states that infrastructure supports both existing and future development. This requires identifying and evaluating water demand.

   Response: The AUAR has been revised to include detailed evaluation of existing and projected water demand to support the conclusion that Rochester Public Utilities' (RPU) infrastructure can accommodate future development. The updated Water Supply and Water Use and Demand sections now describe the municipal well systems and aquifers serving the project area, current and full-buildout peak water demand estimates, and available system capacity. As summarized in Appendices H and I, RPU has sufficient excess capacity—approximately 1.5 MGD—to meet anticipated demands without requiring expansion of municipal water infrastructure.

7. Wetlands: Scenario 2 would result in 3.5 acres of wetland impacts while Table 3 shows 5.9 acres. Please clarify.

   Response: Thank you for identifying this discrepancy. The correct value is 5.9 acres of wetland impact under Scenario 2, consistent with Table 3. The AUAR has been updated to reflect this corrected acreage wherever referenced to ensure consistency throughout the document.

DEPARTMENT OF NATURAL RESOURCES

Division of Ecological and Water Resources
Region 3 Headquarters
1200 Warner Road
Saint Paul, MN 55106

Transmitted by Email

September 11, 2025

Elliot Mohler, AICP, Planner
City of Rochester
4001 West River Pkwy NW
Rochester, MN 55901

Dear Elliot Mohler,

Thank you for the opportunity to review the Rochester Technology Campus Draft Alternative Urban Areawide Review (AUAR) located in Olmsted County. The Minnesota Department of Natural Resources (DNR) respectfully submits the following comments for your consideration:

1. Page 9, Table 4-Anticipated permits and approvals. This table should include the local government unit administering the Wetland Conservation Act.
2. Page 9, Permits and Approvals: A Groundwater Thermal Exchange Device Construction Permit was previously listed for this project during scoping, but is no longer listed or discussed in the AUAR. If this aspect of the proposed project has changed, then an explanation of the change would be helpful to reviewers. If not, then detailed analysis is still needed within the AUAR.
3. Page 20, Stormwater; Appendix E: This section states that there are currently 166.2 acres of impervious surface in the project area, while Table 3, Cover Types, says that there are 206.3 acres, and Appendix E states that there are 175 acres. Appendix E also states that there will be a net increase in impervious surfaces of 212 acres, while Table 3, Cover Types, shows an increase of approximately 90 to 95 acres of impervious surfaces. Please clarify this large discrepancy and any implications for stormwater management.
4. Page 21, Stormwater. The significant increase in impervious surfaces will also increase the amount of road salt used in the project area. Chloride released into groundwater as well as local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. More information and resources can be found at this website. Many winter maintenance staff who have attended the Smart Salting training — both from cities and counties and from private companies — have used their knowledge to reduce salt use and save money for their organizations.

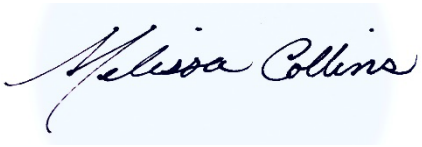
We also encourage cities and counties to consider how they may participate in the Statewide Chloride Management Plan and provide public outreach to reduce the overuse of chloride. Here are some educational resources for residents as well as a sample ordinance regarding chloride use.

5. Page 21, Water Appropriation: This section does not provide details on the water use needs for the proposed development scenarios. Please elaborate and describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.
6. Pages 21-22, Water Supply: The AUAR notes that Rochester Public Utilities' (RPU) municipal water supply will be utilized, and states, "RPU's infrastructure supports both existing and future development, accommodating the anticipated growth within the project area." This statement is not supported without identifying and evaluating the water demands needed for this proposed development.

   Page 24, Wetlands: This section states that Scenario 2 would result in 3.5 acres of wetland impacts while Table 3, Cover Types, shows that 5.9 acres of wetlands would be impacted. Please clarify this discrepancy.

Thank you again for the opportunity to review this document, and please let me know if you have any questions.

Sincerely,



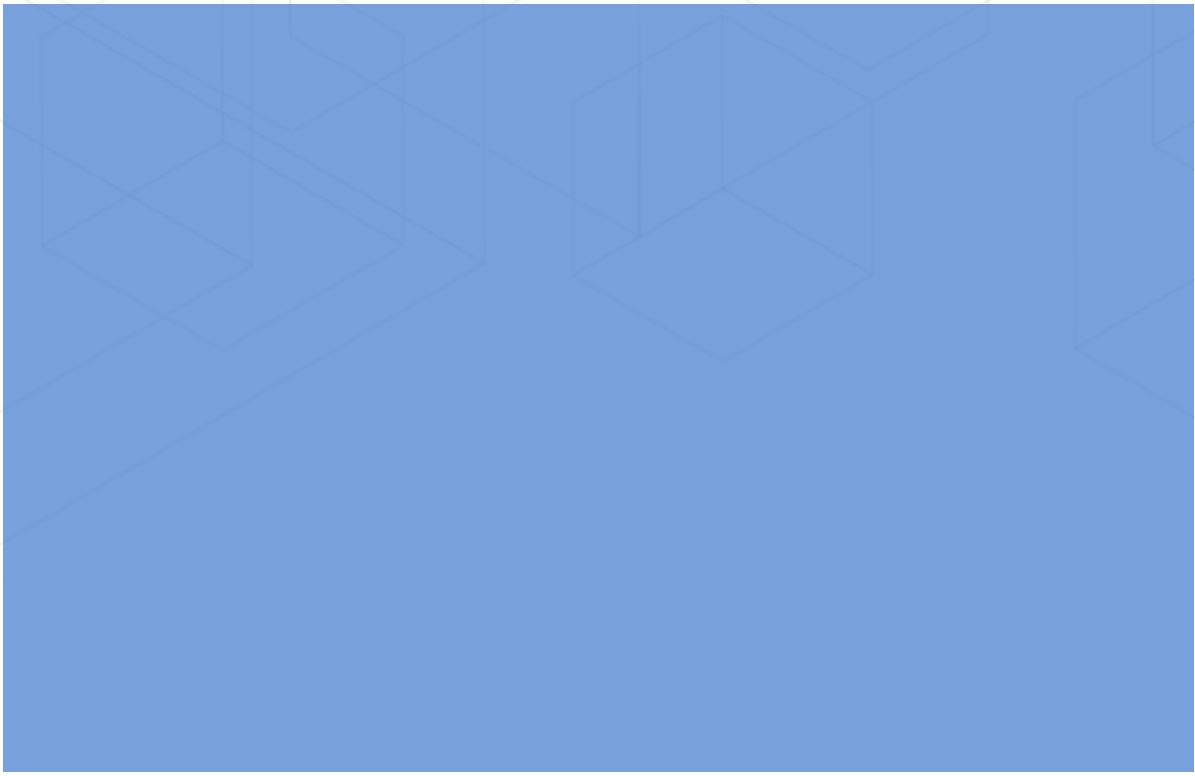
Melissa Collins
Regional Environmental Assessment Ecologist | Ecological and Water Resources
Minnesota Department of Natural Resources
1200 Warner Road
St. Paul, MN 55106
Phone: 651-259-5755
Email: melissa.collins@state.mn.us

CC: Evan Vlaeminck, Industrial Reality Group

Equal Opportunity Employer

Appendix B

Record of Decision



RESOLUTION

Adopting a Record of Decision for a Final Alternative Urban Areawide Review (AUAR) for Rochester Technology Campus, for the future redevelopment of the site.

WHEREAS, the laws of the State of Minnesota allow for a local unit of government to use the Alternative Urban Areawide Review (AUAR) instead of the Environmental Assessment Worksheet (EAW) or Environmental Impact Statement (EIS) to review anticipated residential, commercial, warehousing, and light industrial development and associated infrastructure in a particular geographic area within its jurisdiction (Minnesota Rules 4410.3610 Subpart 1); and

WHEREAS, the Rochester Technology Campus ("Project") is within the City of Rochester and meets the criteria established for the preparation of the AUAR; and

WHEREAS, the Project is required to provide a Scoping Document as an additional procedure to the review process (Minnesota Rules 4410.3610 Subpart 5a); and

WHEREAS, an AUAR Scoping Document was prepared for the Project and reviewed by the Development Review Team and the document was circulated for comments to the required state and federal agencies, as provided by law; and

WHEREAS, a notice of the availability of the AUAR Scoping Document was published in the EQB Monitor on August 20, 2024, and the thirty-day comment period expired on September 19, 2024, and during such period two written comments were received; and

WHEREAS, the Common Council is required by law to make a finding on the adequacy of the AUAR Scoping Document and to adopt the Final Order and a Record of Decision; and

WHEREAS, the Common Council met at a regularly scheduled meeting on December 13, 2024, and considered the AUAR Scoping Document, the reports of City staff, and the comments received from the parties as noted above; and

WHEREAS, a Draft AUAR was prepared for the Project and reviewed by the Development Review Team and the document was circulated for comments to the required state and federal agencies, as provided by law; and

WHEREAS, a notice of the availability of the Draft AUAR was published in the EQB Monitor on August 12, 2025, and the thirty-day comment period expired on September 11, 2025, and during such period, two written comments were received; and

WHEREAS, the Final AUAR document was prepared for the Project and reviewed by the Development Review Team and the document was circulated for comments to the required state and federal agencies, as provided by law; and

WHEREAS, a notice of the availability of the Final AUAR was published in the EQB Monitor on November 4, 2025, and the ten-day objection period expired on November 14, 2025, and during such period no objections were filed; and

WHEREAS, the Common Council is required by law to adopt a Record of Decision for the adequacy of the Final AUAR; and

WHEREAS, the Common Council met at a regularly scheduled meeting on January 5, 2026, and considered the Final AUAR, City Staff reports, and received comments.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Rochester, Minnesota, that the Common Council has officially adopted the Final AUAR for Rochester Technology Campus.

BE IT FURTHER RESOLVED that nothing in this adoption of the Final AUAR should be interpreted in any way to suggest that the City approves of future applications related to the project.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Land Swap Purchase Agreement between the City of Rochester and Onward Investors Value Fund III, LP

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
Josh Johnsen

Action Requested:

Authorizing a Land Swap Purchase Agreement a land swap agreement between the City of Rochester and Onward Investors Value Fund III, LP.

Report Narrative:

The proposed land exchange between the City and Onward Investors Value Fund III, LP, supports a development project on an assembled site comprised primarily of privately owned land, with City-owned property playing a strategic role in completing the assemblage. In consideration of the terms and conditions of the Agreement, the City will convey the City Swap Property to the Developer for a purchase price of $460,000.00 (the “City Swap Property Purchase Price”). The purchase price reflects that the Developer is receiving more net square footage of land (approximately 7,666 square feet) than the City is receiving in return. The City is conveying land to support future growth while also securing property needed for critical future right-of-way. The purchase price was therefore based on an agreed-upon market rate of sixty dollars ($60.00) per square foot for the additional land conveyed to the Developer.

Under the Purchase Agreement, the City will convey the City Swap Property, legally described in Exhibit A-1, to Onward Investors for $460,000, and Onward Investors will convey the Developer Swap Property, legally described in Exhibit A-3, to the City for a nominal purchase price of $1. In addition to supporting redevelopment, the land exchange provides the City with property needed for future right-of-way along Civic Center Dr and 6th Ave NW to accommodate roadway, pedestrian, bicycle, and access improvements consistent with previously approved circulation plans, including a street vacation approved by the Council on June 2, 2025.

The transaction is structured to preserve the feasibility of an affordable housing development while protecting the City’s financial interests. If the City Swap Property is developed as affordable housing within three years of closing, with affordability defined as either at least twenty percent (20%) of units at fifty percent (50%) of area median income (AMI) or at least forty percent (40%) of units at sixty percent (60%) of AMI, the City will reinvest the $460,000 purchase-price proceeds into the project. These funds may be leveraged with state and federal housing finance programs.

The developer intends to pursue an affordable housing development; however, the transaction acknowledges the uncertainty of assembling a full affordable housing capital stack. If such financing does not materialize, the land exchange ensures the City receives fair market value for its net land contribution while preserving flexibility for future development.

Both parties, therefore, seek to complete the land exchange to support future housing opportunities and

secure land necessary for public infrastructure improvements.

Priorities & Foundational Principles:

Economic Resilience
Housing Access

Policy Considerations & DEI Impact:

The proposed land swap is in the public interest and supports the City's Planning 2 Succeed (P2S) Comprehensive Plan by enabling flexible development opportunities on strategically located properties. The agreement includes provisions to incentivize affordable housing development, which furthers the comprehensive plan's goals of expanding housing diversity. If affordable housing is developed on the City Swap Property within three years, the City's $460,000 in proceeds will be reinvested into that project, demonstrating the City's commitment to affordable housing creation.

Prior Legislative Actions & Community Engagement:

December 9, 2024: City Council Meeting – Preliminary approval for conduct revenue bonds
December 10, 2024: Neighborhood Information Meeting held for CD2025-002SDP for the Onward Investors project
February 2, 2025: Community Development accepted CD2025-002SDP for the Onward Investors project
April 15, 2025: Community Development accepted CD2025-013PLAT for the Onward Investors project
May 14, 2025: Planning Commission - Forwarded a recommendation to Council approving CD2025-005VAC
June 2, 2025: City Council Meeting – Vacation Petition No. CD2025-005VAC by Onward Investors
June 2, 2025: City Council Meeting – Approval of DMC Strategic Development funding
June 16, 2025: City Council Meeting – Multifamily Housing Revenue Bonds public hearing

Fiscal & Resource Impact:

The City will receive $460,000 in cash at closing for the City Swap Property and will pay $1 for the Developer Swap Property. These funds may be reinvested in affordable housing if the conditions outlined in Section 21 of the Purchase Agreement are met within three years of closing.

Alternative Action(s):

No alternative actions are suggested at this time.

Prepared By:

Joshua Johnsen

Attachments:

Land Swap Purchase Agreement - Onward and City of Rochester

Purchase Agreement - Location Exhibit - Onward Investors

PURCHASE AGREEMENT

BETWEEN

THE CITY OF ROCHESTER

AND

ONWARD INVESTORS VALUE FUND III, LP

Dated: _____, 2026

PURCHASE AGREEMENT

THIS PURCHASE AGREEMENT (this "Agreement") is made, entered into and effective as of this _____ day of _____, 2026 (the "Effective Date"), by and between the CITY OF ROCHESTER, a Minnesota municipal corporation and political subdivision of the State of Minnesota (the "City"), and Onward Investors Value Fund III, L.P., a Minnesota limited partnership, its successors / assigns ("Developer"). Collectively, the City and Developer may be referred to as the "Parties" or individually as a "Party."

WITNESSETH:

WHEREAS, the City is the owner of certain real property located in Rochester, Minnesota, which is legally described on the attached Exhibit A-1 and depicted in blue on the attached Exhibit B, together with any improvements located thereon and appurtenances thereto, if any (the "City Swap Property");

WHEREAS, Developer is in the process of acquiring certain real property located in Rochester, Minnesota, which is legally described on the attached Exhibit A-2, together with any improvements located thereon and appurtenances thereto, if any (the "Developer Property");

WHEREAS, the City and Developer previously discussed and evaluated a potential land exchange to facilitate the development of new affordable housing units within the City;

WHEREAS, while the specific housing project initially contemplated by the parties may not proceed, the City and Developer desire to complete the contemplated land exchange in order to support potential alternative development opportunities within the City;

WHEREAS, subject to the terms and conditions of this Agreement and in exchange for the City Swap Property, Developer desires to convey to the City portions of the Developer Property, which are legally described on Exhibit A-3 and depicted in orange on the attached Exhibit B, together with any improvements located thereon and appurtenances, thereto, if any (the "Developer Swap Property");

WHEREAS, subject to the terms and conditions of this Agreement and in exchange for the Developer Swap Property, the City desires to convey to Developer the City Swap Property; and

NOW, THEREFORE, in consideration of the recitals, the covenants of the parties contained in this Agreement, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. Acquisition and Conveyance.

   a. City Swap Property. In consideration of the terms and conditions of this Agreement and for a purchase price of $460,000.00 (the "City Swap Property Purchase Price"), the City will convey the City Swap Property to Developer. The purchase price is based on an agreed-upon market value of Sixty Dollars ($60.00) per square foot for the City Property, which value is supported by applicable market comparable sales and related valuation analysis.

b. Developer Swap Property. In consideration of the terms and conditions of this Agreement and for a purchase price of $1 (the "Developer Swap Property Purchase Price"), Developer will convey the Developer Swap Property to the City.

2. Payment of Purchase Price.

a. City Swap Purchase Price. The City Swap Purchase Price shall be paid by Developer to the City at the Closing as follows: $460,000.00 cash at closing.

b. Developer Swap Purchase Price. The Developer Swap Purchase Price shall be paid by the City to Developer at the Closing as follows: $1 cash at closing.

3. Contingencies to Closing.

a. Developer's Contingencies. Developer's obligation to close hereunder is expressly conditioned upon each of the following contingencies being satisfied or waived:

i. the City shall have performed all of the obligations required to be performed by the City under this Agreement;
ii. all representations and warranties of the City hereunder shall be true as of the Closing Date;
iii. Developer shall have acquired the Developer Property from the current fee owner(s) of the same on or prior to the Closing Date pursuant to separate purchase agreement(s) for the same (the "Developer Purchase Agreements");
iv. the City, in its capacity as the municipality in which the Developer Swap Property is located, and Olmsted County shall have approved the Developer Swap Property Deed (defined below) to the extent required due to the fact that Developer Swap Property is not its own legally subdivided tax parcel(s); and
v. on the Closing Date, the Title Company shall be irrevocably committed to issue to Developer an owner's policy of title insurance with respect to the City Swap Property in form and substance approved by Developer, if Developer elects to obtain the same.

b. The City's Contingencies. The City's obligation to close hereunder is expressly conditioned upon each of the following contingencies being satisfied or waived:

i. Developer shall have performed all of the obligations required to be performed by Developer under this Agreement as of the Closing Date;
ii. all representations and warranties of Developer hereunder shall be true as of the Closing Date;
iii. on the Closing Date, the Title Company shall be irrevocably committed to issue to the City an owner's policy of title insurance with respect to the

Developer Swap Property in form and substance approved by the City, if the City elects to obtain the same.

c. The City's and Developer's Options. In the event that any of the foregoing contingencies fail to be satisfied on or before the Closing Date, Developer or the City, as the case may be, may:

i. terminate this Agreement, in which event neither party shall have any obligations under this Agreement after such termination occurs;
ii. waive such failure in writing and proceed to close; or
iii. Developer and City may mutually agree in writing to extend the Closing Date.

4. Right of Inspection. Each Party is hereby granted the right, upon at least two days' prior written notice, to enter upon and inspect, analyze and test either the City Swap Property or the Developer Swap Property, as applicable, for all reasonable purposes, including conducting soil tests. Each Party shall pay for the cost of any investigations ordered or directed by such Party. Each Party hereby agrees to indemnify and hold the other Party harmless from any claims, damages, costs and liability, including without limitation reasonable attorneys' fees, resulting from entering upon either the City Swap Property, as to Developer, or the Developer Swap Property, as to the City, or the performing of the analysis, tests or inspections referred to in this Section. Notwithstanding anything to the contrary herein, all rights of inspection and testing hereunder shall be subject to the terms and conditions of the inspection rights of Developer under the Developer Purchase Agreements. The rights and obligations under this Section shall survive closing or termination of this Agreement.

5. Closing.

a. Time and Place. Subject to the terms and conditions of this Agreement, the Closing on the acquisition and conveyance of each of the City Swap Property and the Developer Swap Property shall take place on two weeks' written notice from Developer to the City but in any event on or before December 31, 2026 (the "Closing Date") and shall take place at such place which is mutually acceptable to the parties. The City shall deliver possession of the City Swap Property on the Closing Date. Developer shall deliver possession of the Developer Swap Property on the Closing Date.

b. The City's Documents. At the Closing, the City shall execute, where appropriate, and deliver all of the following City's Documents:
i. A quit claim deed (the "City Swap Property Deed") properly executed on behalf of the City conveying the City Swap Property to Developer.
ii. Abstracts of title, if any, in the City's possession to any portion of the City Swap Property which is abstract property, and any owner's duplicate certificate of title to any portion thereof which is registered property. The City has no obligation to have any abstracts updated.

iii. An affidavit of the City regarding liens, judgments, tax liens, bankruptcies, parties in possession, survey and mechanics' or materialmen's liens and other matters affecting title to the City Swap Property and/or as may be reasonably required by Title Company to delete the so-called "standard exceptions" from the title insurance policy.
iv. A transferor's certification stating that the City is not a "foreign person", "foreign partnership", "foreign trust" or "foreign estate" as those terms are defined in Section 1445 of the Internal Revenue Code, and containing such additional information as may be required thereunder.
v. Any appropriate required Federal Income Tax reporting form.
vi. A settlement statement consistent with this Agreement.
vii. Such other documents as shall be required to carry out the intent of this Agreement.

c. Developer's Documents. At the Closing, Developer shall execute, where appropriate, and deliver all of the following Developer's Documents:
i. A limited warranty deed (the "Developer Swap Property Deed") properly executed on behalf of Developer conveying the Developer Swap Property to the City.
ii. Abstracts of title, if any, in Developer's possession to any portion of the Developer Swap Property which is abstract property, and any owner's duplicate certificate of title to any portion thereof which is registered property. Developer has no obligation to have any abstracts updated.
iii. An affidavit of Developer regarding liens, judgments, tax liens, bankruptcies, parties in possession, survey and mechanics' or materialmen's liens and other matters affecting title to the Developer Swap Property and/or as may be reasonably required by Title Company to delete the so-called "standard exceptions" from the title insurance policy.
iv. A transferor's certification stating that Developer is not a "foreign person", "foreign partnership", "foreign trust" or "foreign estate" as those terms are defined in Section 1445 of the Internal Revenue Code, and containing such additional information as may be required thereunder.
v. Any appropriate required Federal Income Tax reporting form.
vi. A settlement statement consistent with this Agreement.
vii. Such other documents as shall be required to carry out the intent of this Agreement.

6. Closing Costs.

a. Developer's Closing Costs. Developer shall pay title insurance commitment fees and premiums, if any, for Developer's owner's policy of title insurance, filing and recording fees, and one-half of the costs of the Title Company to conduct the Closing. Developer shall also pay any state deed tax on the Developer Swap Property Deed.

b. The City's Closing Costs. The City shall pay title insurance commitment fees and premiums, if any, for the City's owner's policy of title insurance, filing and recording fees, and one-half of the costs of the Title Company to conduct the Closing. The City shall also pay any state deed tax on the City Swap Property Deed.

c. Property Taxes.

i. City Swap Property. Developer shall be responsible for the payment of real estate taxes due and payable in the year of Closing that are allocated to the City Swap Property prorated on and after the Closing. The City shall be responsible for the payment of real estate taxes due and payable in the year of Closing that are allocated to the City Swap Property prorated prior to the Closing. Proration shall be based on a 365 day calendar year as if Developer was vested with title to the City Swap Property on and after the date of the Closing. In addition, the City shall be responsible for all special assessments levied or pending as of the Closing Date. Developer shall be responsible for all special assessments first levied after the Closing Date.

ii. Developer Swap Property. Because the Developer Swap Property is not a subdivided tax parcel, property tax calculations for the Developer Swap Property will not be available by Closing from the governmental authority. As a result, the Parties agree that the real estate taxes due and payable for the Developer Swap Property in the year of the Closing shall be calculated from the real estate taxes due and payable for the applicable portion of the Developer Property in the year of the Closing. The real estate taxes due and payable for the Developer Property shall be uniformly allocated to the Developer Swap Property on a square foot basis based on gross land area (i.e. property size). The City shall be responsible for the payment of real estate taxes due and payable in the year of Closing that are allocated to the Developer Swap Property prorated on and after the Closing. Developer shall be responsible for the payment of real estate taxes due and payable in the year of Closing that are allocated to the Developer Swap Property prorated prior to the Closing. Proration shall be based on a 365 day calendar year as if the City was vested with title to the Developer Swap Property on and after the date of the Closing. In addition, Developer shall be responsible for all special assessments levied or pending as of the Closing Date with respect to the Developer Swap Property. The City shall be responsible for all special assessments first levied after the Closing Date.

7. Title. Developer has or shall obtain (i) a commitment for an owner's title insurance policy issued by First American Title Insurance Company (the "Title Company") naming Developer as the proposed owner-insured of the City Swap Property (the "City Swap Property Commitment") together with copies of all documents referred to in the City Swap Property Commitment; and (ii) a commitment for an owner's title insurance policy issued by the Title Company naming the City as the proposed owner-insured of the Developer Swap Property (the "Developer Swap Property Commitment") together with copies of all

documents referred to in the Developer Swap Property Commitment. Each Party agrees to (i) pay-off or discharge any mortgage, judgment or lien encumbering either the City Swap Property, as to the City, or the Developer Swap Property, as to Developer, at or prior to the Closing Date, and (ii) pay-off, bond or otherwise cause to be discharged of record prior to the Closing Date, in a manner reasonably satisfactory to the acquiring Party, any mechanic's lien against either the City Swap Property, as to the City, or the Developer Swap Property, as to Developer. Neither Party has any further obligation to clear title to either the City Swap Property or the Developer Swap Property.

8. Representations and Warranties of the City. The City represents and warrants to Developer that the statements are true, correct and complete as of the Effective Date of this Agreement or as otherwise provided. For purposes hereof, the City's "knowledge" shall mean the actual knowledge of Josh Johnsen.

    a. Authority. The City will have the full power and authority to sell the City Swap Property, to execute, deliver and perform its obligations and to enter into and consummate the transaction contemplated by this Agreement; will have duly authorized the execution, delivery and performance of this Agreement; and this Agreement will constitute a legal, valid and binding obligation of the City.

    b. Wells; Septic. The City represents that, to its knowledge, there is: (i) no "Well" on the City Swap Property within the meaning of Minnesota Statutes, section 103I and (ii) no "Individual Sewage Treatment Systems" on the City Swap Property within the meaning of Minnesota Statutes, section 115.55.

    c. Tanks. To its knowledge, there are no above ground or underground tanks located in or about the City Swap Property.

    d. Proceedings. There are no legal or administrative proceedings threatened or pending against the City which would adversely affect its right to convey the City Swap Property to Developer as contemplated in this Agreement. To the best of the City's knowledge, there are no condemnation or eminent domain proceedings pending or threatened with respect to the City Swap Property and there are no legal or administrative proceedings pending or threatened affecting the City Swap Property.

    e. No Conflicts. Neither the execution or delivery of this Agreement nor the consummation of the transaction as contemplated herein will conflict with or result in a breach of any contract, license or undertaking to which the City is a party or by which any of its property is bound, or constitute a default thereunder or, except as contemplated herein, result in the creation of any lien or encumbrance upon the City Swap Property.

    f. No Mechanic's Liens. The City represents and warrants that the City is not indebted for labor or material that might give rise to the filing of notice of mechanic's lien against the City Swap Property.

g. No Unrecorded Interests. To the City's knowledge, the City represents that there are no unrecorded interests, contracts, or agreements with respect to the City Swap Property that will survive the Closing Date.

9. Representations and Warranties of Developer. Developer represents and warrants to the City that the statements are true, correct and complete as of the Effective Date of this Agreement or as otherwise provided. For purposes hereof, Developer's "knowledge" shall mean the actual knowledge of Mark Peterson.

   a. Authority. Developer will have the full power and authority to sell the Developer Swap Property, to execute, deliver and perform its obligations and to enter into and consummate the transaction contemplated by this Agreement; will have duly authorized the execution, delivery and performance of this Agreement; and this Agreement will constitute a legal, valid and binding obligation of Developer.

   b. Wells; Septic. Developer represents that, to its knowledge, there is: (i) no "Well" on the Developer Swap Property within the meaning of Minnesota Statutes, section 103I and (ii) no "Individual Sewage Treatment Systems" on the Developer Swap Property within the meaning of Minnesota Statutes, section 115.55.

   c. Tanks. To its knowledge, there are no above ground or underground tanks located in or about the Developer Swap Property.

   d. Proceedings. There are no legal or administrative proceedings threatened or pending against Developer which would adversely affect its right to convey the Developer Swap Property to the City as contemplated in this Agreement. To the best of Developer's knowledge, there are no condemnation or eminent domain proceedings pending or threatened with respect to the Developer Swap Property and there are no legal or administrative proceedings pending or threatened affecting the Developer Swap Property.

   e. No Conflicts. Neither the execution or delivery of this Agreement nor the consummation of the transaction as contemplated herein will conflict with or result in a breach of any contract, license or undertaking to which Developer is a party or by which any of its property is bound, or constitute a default thereunder or, except as contemplated herein, result in the creation of any lien or encumbrance upon the Developer Swap Property.

   f. No Mechanic's Liens. Developer represents and warrants that Developer is not indebted for labor or material that might give rise to the filing of notice of mechanic's lien against the Developer Swap Property.

   g. No Unrecorded Interests. To Developer's knowledge, Developer represents that there are no unrecorded interests, contracts, or agreements with respect to the Developer Swap Property that will survive the Closing Date.

10. As Is Conveyance. Each Party shall take the conveyance of either the City Swap Property or the Developer Swap Property, as applicable, on an "AS IS" "WHERE IS" basis, with all

faults and defects, without any warranties, express or implied, except such representations and warranties as specifically set forth in this Agreement, and each Party waives any claims against the other Party and its governing bodies' members, officers, agents, including the independent contractors, consultants and legal counsel, servants and employees thereof (for purposes of this Section, collectively the "Indemnified Parties"), for indemnification, contribution, reimbursement or other payments arising under federal and state law and the common law relating to environmental or any other condition of either the City Swap Property or the Developer Swap Property, as applicable.

11. Simultaneous Conveyance and Acquisition. For the avoidance of doubt, it is the intention and agreement of the Parties that the acquisition and conveyance of the City Swap Property contemplated by this Agreement, and the Closing of the transactions described herein, shall include the simultaneous acquisition and conveyance of the Developer Swap Property contemplated by this Agreement. Notwithstanding any provisions herein to the contrary, the Closing is contingent upon this simultaneous acquisition and conveyance described herein in its entirety.

12. Default. In the event of a default by either Party hereunder prior to any Closing, which default is not cured within ten (10) days following delivery of written notice of such default, thereafter each Party's exclusive remedies shall be either to: (i) terminate this Agreement by notice to the other Party in accordance with Minnesota Statutes Sections 559.21, and, if the non-defaulting Party fails to cure such default within the time allowed by such statute, then this Agreement will terminate; or (ii) apply for and receive from any court of competent jurisdiction, equitable relief by way of specific performance to enforce performance of the terms of this Agreement, plus reimbursement for costs, including reasonable attorney's fees, incurred in securing such relief; provided, however, that an action to enforce such specific performance shall be commenced within six (6) months after such right of action shall arise and shall be in lieu of any claim for damages.

13. Time of Essence. The Parties hereby acknowledge that time is of the essence in this Agreement.

14. Notices. All notices, demands and requests which may be given or served or which are required to be given or waived by either party to the other shall be in writing and shall be sent via United States mail, certified mail, return receipt requested, postage prepaid, or nationally recognized overnight courier, or via email, addressed as follows:

If to the City:

City of Rochester
4001 West River Parkway NW, Suite 100
Rochester, MN 55901
Attn: _____
Email: _____

If to Developer: Onward Investors, LLC
10900 Wayzata Blvd., Suite 700
Minnetonka, MN 55305
Attention: Mark Peterson, Brad Osmundson, and Chris Osmundson
E-mail: mpeterson@onwardinvestors.com
E-mail: bosmundson@onwardinvestors.com
E-mail: cosmundson@onwardinvestors.com

Copy to: Winthrop & Weinstine, P.A.
225 South Sixth Street, Suite 3500
Minneapolis, MN 55402-4629
Attn: John Stern
Email: jstern@winthrop.com

Notices, demands and requests by the Parties given in this manner shall be deemed sufficiently served or given for all purposes hereunder at the earlier of actual receipt or three (3) business days after mailing by U.S. Mail or one (1) business day after deposit with an overnight courier. Notices, demands and requests sent by email shall be deemed sufficiently served or given on the date of transmission for all purposes hereunder upon sending, provided that no bounce-back or error message is received by the sender immediately thereafter. Either party may change the place to which notices are to be sent by serving a written notice thereof upon the other in accordance with the terms hereof.

15. Successors and Assigns. This Agreement shall inure to the benefit of and be binding upon, the respective parties hereto and their respective successors and assigns.

16. Brokers. Each Party represents and warrants to the other that it has retained no broker or agency with regard to this sale, and no fee is owed to any such broker or agency with respect hereto. Each Party agrees to indemnify and hold each other harmless from all claims, damages, costs or expenses of or for any other such fees or commissions resulting from their actions or agreements regarding the execution or performance of this Agreement, and will pay all costs of defending any action or lawsuit brought to recover any such fees or commissions incurred by the other party, including reasonable attorneys' fees.

17. Survival. The terms and conditions of this Agreement, together with each Party's applicable warranties and representations contained herein (each of such warranties and representations to be deemed restated and to be true and correct on the Closing Date) shall survive the Closing for a period of one (1) year.

18. Assignment. This Agreement may not be assigned by either Party without the other Party's written consent, which consent shall not be unreasonably withheld, conditioned or delayed. Notwithstanding the foregoing, provided Developer provides written notice to

City at least two (2) Business Days prior to Closing, Developer shall have the right to assign this Agreement (i) for financing purposes, (ii) to an affiliate of Developer, and/or (iii) to an approved assignee under the Developer Purchase Agreements, all without first obtaining the City's written consent.

19. Attorneys' Fees. If either party shall be required to employ an attorney to enforce or defend the rights of such party hereunder, each party shall be responsible for their own attorney's fees, if any.

20. Governing Law. This Agreement shall be governed and construed in accordance with the laws of the State of Minnesota, without regard to its rules governing conflicts of laws.

21. Future Affordable Development. If within three (3) years following the Closing Date, the City Swap Property is developed by the then-owner as affordable housing (either 20% of units at 50% AMI or 40% of units at 60% AMI, with the same being reflected in a covenant running for 30 years from the closing on such affordable development), the City agrees to pledge or otherwise contribute the City Swap Purchase Price proceeds to such affordable housing project in a manner reasonably acceptable to the City at that time. The provisions of this Section will survive Closing.

[Signature Page to Follow]

IN WITNESS WHEREOF, the undersigned have executed this Agreement effective the date first above written.

THE CITY:

CITY OF ROCHESTER, MINNESOTA

By:_____
Its Mayor

By:_____
Its _____

Approved as to Form

_____
City Attorney

DEVELOPER:

ONWARD INVESTORS VALUE FUND III, LP, a Delaware limited partnership

By: OI GP III, LLC, a Delaware limited liability company
Its: General Partner

By:_____
Name:
Its:

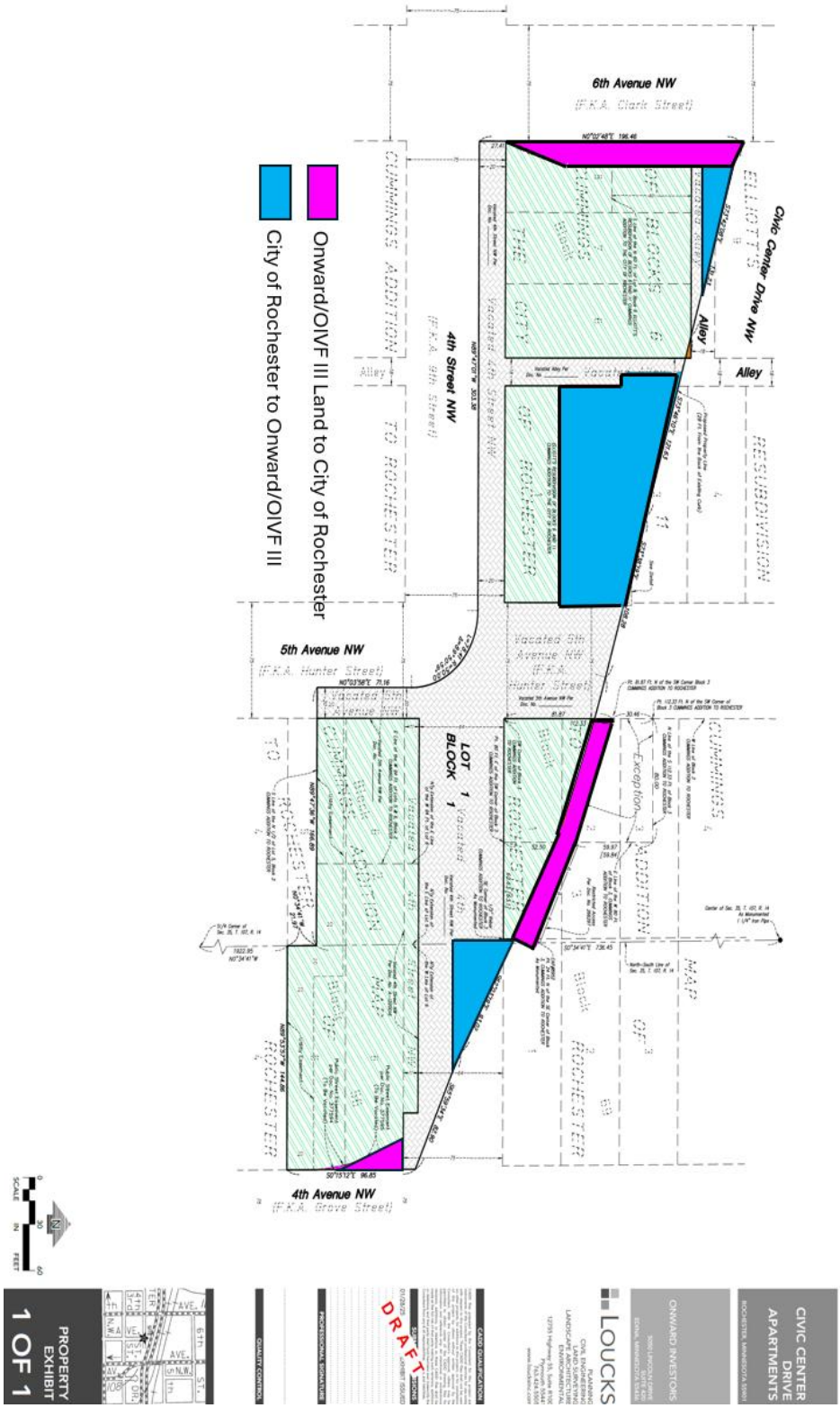
EXHIBIT A-1
LEGAL DESCRIPTION OF THE CITY SWAP PROPERTY

[NTD: Developer working with Louks to prepare all legal description and depiction exhibits for review.]

EXHIBIT A-2
LEGAL DESCRIPTION OF THE DEVELOPER PROPERTY

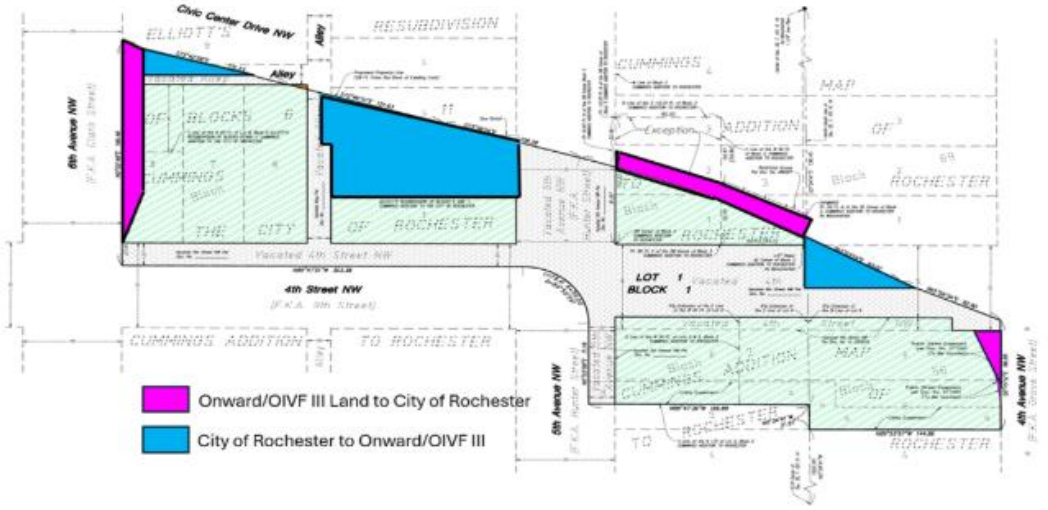
EXHIBIT A-3
LEGAL DESCRIPTION OF THE DEVELOPER SWAP PROPERTY

EXHIBIT B
DEPICTION OF PROPERTY



Location Exhibit







CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Grid North Partners Joint Development Agreement for Rochester Public Utilities' Participation in the Mankato to Mississippi River Transmission Project

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Rochester Public Utilities

AGENDA SECTION:
Consent Agenda

PRESENTER:
Scott Nickels, Director of Power Delivery, Rochester Public Utilities

Action Requested:

Adopting a Resolution approving the following:

1. Executing the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600; and
2. Delegating authority to the RPU project manager to perform the acts to execute the project; and
3. Delegating the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution; and
4. Delegating the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CAPX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities.

Report Narrative:

The Midcontinent Independent System Operator (MISO), of which RPU is a transmission-owning member, has developed a series of Long-Range Transmission Planning (LRTP) studies for the Midwest Subregion. At the November 2022 and January 2025 Public Utility Board meetings, RPU staff provided informational presentations outlining MISO's long-range transmission planning objectives, the identified Tranche 1 interstate high voltage transmission system expansion projects, RPU's ownership opportunity, the project schedule, and an analysis of the financial benefits to RPU of transmission ownership. Through Grid North Partners (GNP), RPU is partnering with Xcel Energy, the Southern Minnesota Municipal Power Agency (SMMPA), and Dairyland Power Cooperative on the construction and joint ownership of the Mankato to Mississippi River 345 kV Transmission Project, one of MISO's priority Tranche 1 projects.

Originally formed as CAPX2020 in 2004 to design, route, and construct multiple interstate 345 kV transmission projects in and around Minnesota, Grid North Partners has evolved into a collaborative group of ten investor-owned, cooperative, and municipal electric utilities working together to strengthen the region's transmission network. The GNP utilities collectively serve nearly three million electric customers across Minnesota, North Dakota, South Dakota, and Wisconsin, and they own and operate transmission infrastructure throughout their respective service territories. Since completing the CAPX2020 projects in 2017, GNP has continued to provide coordinated input in state, federal, and MISO transmission-planning processes, including long-range planning goals and system-expansion studies. In

January 2026, each utility participating in the Mankato to Mississippi River 345 kV Transmission Project will formalize its ownership share by executing a Joint Development Agreement (JDA). Execution of the JDA signals each utility's commitment to participate in and fund its portion of the project. For RPU, approval and execution of the JDA, through the City of Rochester, would commit the utility to an ownership level of $28,884,000, plus a 15% contingency, for a total authorized amount of $33,216,600. The JDA is the foundational agreement that officially establishes financial participation and governance for the project.

Later in 2026, the Mankato to Mississippi River 345 kV Transmission Project utilities will amend and restate the original December 2012 CAPX2020 operating agreements to incorporate the new 2025 Mankato to Mississippi River 345-kV project facilities. The December 2012 operating agreements were recommended for execution by the RPU Board on December 11, 2012, and authorized by the Rochester City Council by Council Resolution 526-12 on December 17, 2012. RPU is also requesting and recommending that the City Council delegate authority for the RPU General Manager and the Rochester City Attorney to approve the execution of the future amended and restated agreements due to the short lead times required to remain on the project schedule. Amendments to these operating agreements will maintain the original documents' detailed provisions regarding construction and maintenance responsibilities, present and future project rights, and legal arrangements including default, indemnification, and asset-management provisions. The CAPX2020 operating agreements expected to be amended and restated include, but may not be limited to: Joint Cooperation Agreement (Dec 21, 2012) Transmission Capacity Exchange Agreement (Dec 21, 2012) Transmission-to-Transmission Interconnection Agreement (Dec 21, 2012) Project Participation Agreement (Dec 21, 2012) Minnesota Construction Management Agreement (Dec 21, 2012) Minnesota Operation and Maintenance Agreement (Dec 21, 2012) Construction of the Mankato to Mississippi River 345 kV Transmission Project will be led by Xcel Energy. The project is progressing through the Minnesota Public Utilities Commission (PUC) Certificate of Need and routing approval processes. The current schedule anticipates construction beginning in 2026, with completion in 2028.

Priorities & Foundational Principles:

Fiscal Responsibility & Sustainability
Quality Services

Policy Considerations & DEI Impact:

This project represents a significant strategic opportunity for RPU. Constructing and owning new regional transmission assets directly supports RPU's Power Supply Resource Plan by strengthening the transmission network that delivers generation to the RPU load center, improving regional grid resilience, and helping mitigate present and future congestion-related financial impacts. Ownership also allows RPU to offset costs that would otherwise be recovered solely through transmission charges, while providing the opportunity to earn a regulated return on investment. These investments align with RPU's 20-year financial forecast, five-year pro forma, 2027 bonding strategy, and the recently approved 2026–27 budget that includes the multi-year capital project funding in the amount of $31,230,000 for the Grid North Partners Project.

Prior Legislative Actions & Community Engagement:

November 29, 2022 – Utility Board Informational Presentation: MISO Tranche 1 Transmission Project – Project Participation Justification
December 31, 2024 – Federal Energy Regulatory Commission (FERC): Approval of the incentive-rate filing for RPU's proposed investment
January 21, 2025 – Utility Board Informational Presentation: MISO Tranche 1 Transmission Project – Project Status Update
August 26, 2025 – RPU Board Action: The Board authorized staff to proceed with the MISO Tranche 1 Transmission Project, allowing future expenditures to be capitalized
December 16, 2025 – RPU Board Action: The Utility Board adopted a resolution formally recommending

that the Rochester City Council approve the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600 and that the Rochester City Council delegate authority to the RPU project manager to perform the acts to execute the project. Further, recommending that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution. Also recommending that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CAPX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities

Fiscal & Resource Impact:

The MISO Tranche 1 transmission projects have been classified by the Midcontinent Independent System Operator (MISO) as Multi-Value Projects (MVPs). MVP projects are 100% cost-shared among all load-serving entities within the MISO Midwest Subregion. Under MISO Tariff Attachment FF, transmission owners of MVP facilities are eligible to earn a 10.52% return on equity for qualified MVP investments. RPU's ownership in an MVP transmission project will generate revenue that helps offset a portion of RPU's load-serving megawatt-hour share of the broader MISO Tranche 1 project portfolio.

Alternative Action(s):

No alternative actions are suggested at this time.

Prepared By:

Scott Nickels

Attachments:

Presentation - Grid North Partners JDA for RPU's Participation in the Mankato to Mississippi River Transmission Project

Exhibit - La Crosse MN LRTP 4 Joint Development Agreement

Exhibit - 12162025 RPU Board Resolution GNP Joint Development Agreement for LRTP4

Resolution - Grid North Partners JDA and Authority Delegations

ROCHESTER
PUBLIC UTILITIES
WE PLEDGE, WE DELIVER®

Mankato to Mississippi River 345kV MISO Tranche 1 Project – January 2026

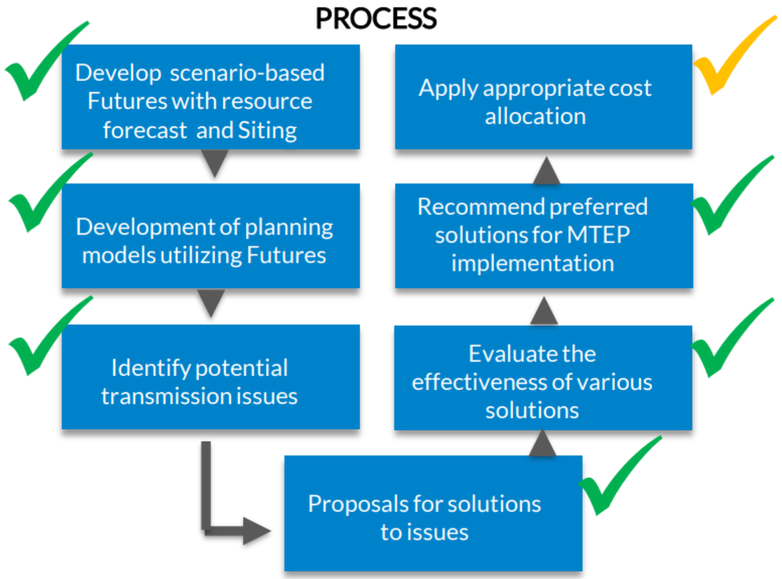
Overview of the Midcontinent Independent System Operator (MISO)

- MISO is a Federal Energy Regulatory Commission (FERC) regulated non-profit Regional Transmission Organization (RTO) managing the power grid and wholesale electricity market across 15 U.S. states and Manitoba, Canada. MISO's key functions and responsibilities include:
  - Grid Operations: Manages the reliability of the high-voltage transmission system in real-time.
  - Wholesale Markets: Administers markets to ensure resources are available at the lowest cost.
  - Reliability: Develops rules and plans to maintain grid stability and adapting to new energy sources.
  - Generator Interconnection: Manages the process for new generators (wind, solar, gas turbines, etc.) to connect to the grid.
  - Transmission Planning: Plans and coordinates new transmission projects to support future energy needs.



MISO Long-Range Transmission Plan (LRTP)

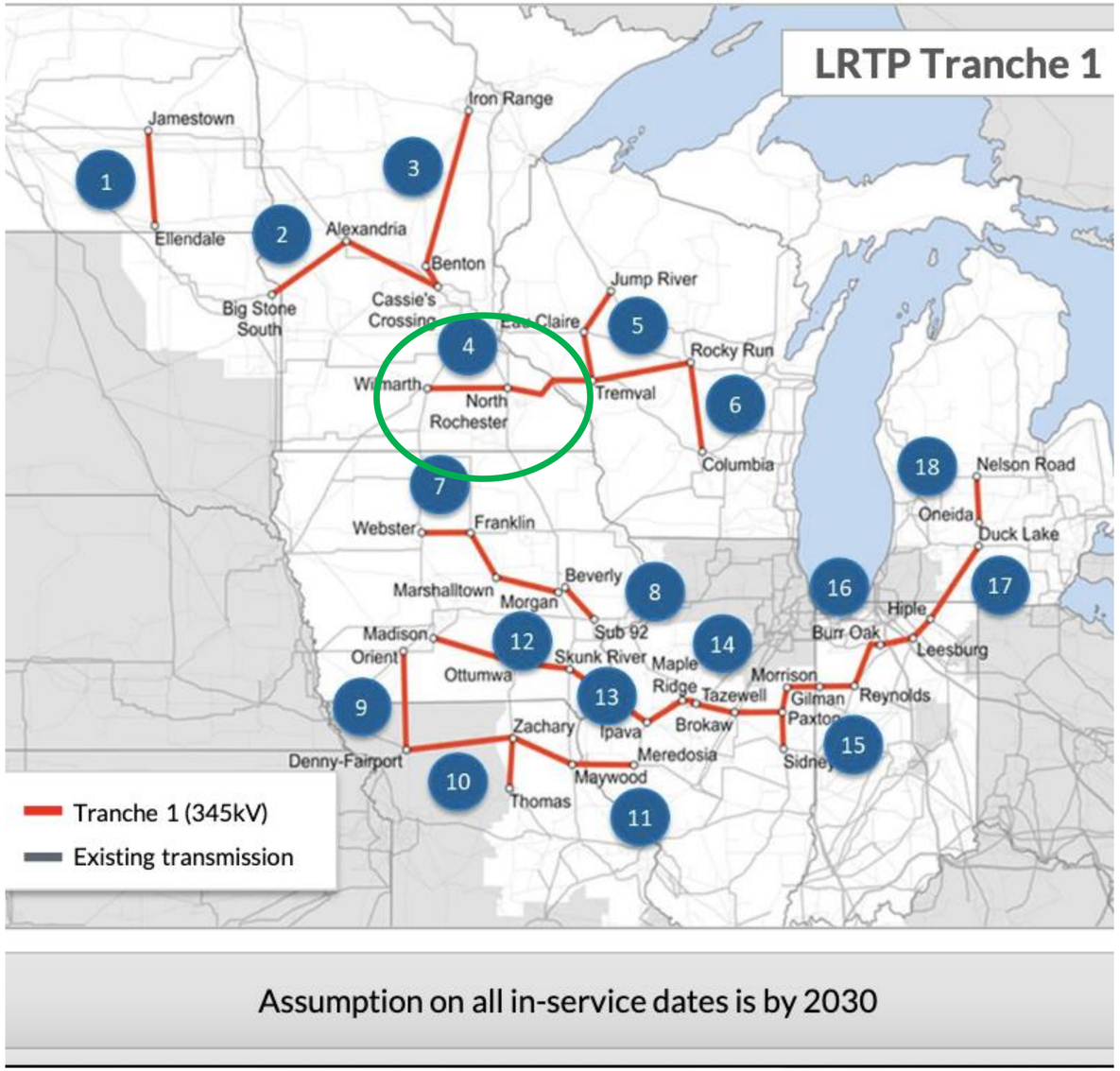
- MISO's Long Range Transmission Planning is necessary to ensure a reliable and efficient regional and interregional transmission system that enables the changing generation portfolio across the near and long term and is part of the comprehensive Reliability Imperative Initiative.[1] The main transmission system drivers for the LRTP to resolve are:
  - Resource fleet has evolved to include increasing amounts of renewable resources.
  - Transmission expansion required to reliably enable the renewable expansion plans to meet MISO States, Utilities, and Industries goals.
  - Transmission congestion mitigation and reliability improvement.
  - Local solutions alone are insufficient.



[1] misoenergy.org - 20220325 LRTP Workshop Item 02 Tranche 1 Portfolio and Process Review623633.pdf

MISO LRTP Tranche 1 Projects

- $10.4 Billion in new transmission lines, substations, and upgrades to existing facilities in MISO Midwest.
- All costs will be paid by the end-use Utility load in the MISO Midwest Subregion based on MWh.
- RPU is seeking ownership stake in the Mankato to Mississippi River 345kV Transmission Project (LRTP Project #4) of $28.9 million, based on MWh ratio share, to offset Tranche 1 costs.
- Grid North Partner utilities involved in the Mankato to Mississippi River 345kV Transmission Project include RPU, XCEL Energy, Dairyland Power Cooperative, and WPPI Energy.



Who are the Grid North Partners (GNP)?

- Originally formed as CAPX2020 in 2004 to design, route, and construct multiple interstate 345 kV transmission projects in and around Minnesota.
- Grid North Partners has evolved into a collaborative group of ten investor-owned, cooperative, and municipal electric utilities working together to strengthen the region's transmission network.
- The GNP utilities collectively serve nearly three million electric customers across Minnesota, North Dakota, South Dakota, and Wisconsin, and each Utility own and operate transmission infrastructure throughout their respective service territories.
- Since completing the CAPX2020 projects in 2017, GNP has continued to provide coordinated input in state, federal, and MISO transmission-planning processes, including long-range planning goals and system-expansion studies.
- Members are Central Municipal Power Agency/Services, Dairyland Power Cooperative, Great River Energy, Minnesota Power, Missouri River Energy Services , Otter Tail Power Company, Rochester Public Utilities, Southern Minnesota Municipal Power Agency, WPPI Energy, and Xcel Energy.

GRID NORTH PARTNERS™
an evolution of CapX2020

Benefits to RPU of Owning High Voltage, Regional Transmission

- Constructing and owning a portion of the Mankato to Mississippi River 345kV Transmission Project represents a significant strategic opportunity for RPU.
  - Directly supports RPU's Power Supply Plan by strengthening the transmission network that delivers generation to the RPU load center.
  - Improving regional grid resilience.
  - Helping mitigate present and future congestion-related financial impacts.
  - Allows RPU to offset costs that would otherwise be recovered solely through transmission charges, while providing the opportunity to earn a regulated 10.52% return on investment.
  - Align with RPU's 20-year financial forecast, five-year pro forma, 2027 bonding strategy, and the recently approved 2026–27 budget that includes the multi-year capital project for the Mankato to Mississippi River 345kV Transmission Project.
- *This action does not set retail electric rates or change RPU governance.*

RPU Transmission Investment Financial Analysis - Assumptions

- Investment (MVP Transmission):
  - MVP Investment: $28,000,000
  - Asset Life: 35 years
  - In-Service Date: 2027

- Bond Financing:
  - Bond Financing: (Debt Reserve/Issuance) $30,380,000
  - Interest Rate: 5.50%
  - Repayment Term: 30 years

- RPU Rate of Return
  - RPU's Debt to Equity Ratio: (35 year average) 63.5%
    projected capital structure including MVP investment
  - Return on Equity: 10.52%
  - Cost of Debt: (RPU Average) 4.50%



RPU Transmission Investment Financial Analysis - Return

- Variables:
  - Total Investment
  - 35Yr Asset / 30Yr Financing
  - Return on Equity
  - Interest / Discount Rates
  - MISO Attachment “O”
  - Utility Capital Structure (Equity %)

- **Recommendation**

  Opportunity to offset transmission costs that will be incurred by our customers and paid to the organizations that do invest in transmission.

	Return on Equity	
Description	9.52%	10.52%
Investment	28,000,000	28,000,000
Debt	30,380,000	30,380,000
Interest/Discount Rate	5.50%	5.50%
Nominal Cash Flow	5,398,565	8,107,309
Net Present Value (NPV)	3,429,579	4,818,987
NPV/Debt	11.3%	15.9%

Transmission Rate Incentive Filing

- On 12/31/24, FERC approved RPU's rate incentives filing RPU's investment in the project which will:
- Allows RPU the ability to recover Construction Work in Progress (CWIP), which results in approximately $4.4 million of return on CWIP that will be earned during the development and construction period of the project. This return is calculated based on RPU's $28.9 million ownership and 10.52% rate of return allowed in Attachment FF of the MISO tariff for MVP project ownership.
- Provide 100% Abandoned Plant protections from risks and challenges that are outside of RPU's control that could lead to the cancellation of the project.
- Provide ancillary benefits:
  - improve RPU's credit rating for the remainder of the project.
  - increase available on-hand cash position (vs. without incentive).
  - reduce the amount of financing needed.
  - improve RPU's adjusted debt ratio position.
  - lower business risk to rating agencies.

Joint Development Agreement

- Joint Development Agreement (JDA) is a Mankato to Mississippi River 345kV Transmission Project agreement between 4 utility companies which are Northern States Power Company (Xcel Energy), Dairyland Power Company (DPC), Southern Minnesota Municipal Power Agency (SMMPA), and the City of Rochester (RPU).

- Discussions of the Mankato to Mississippi River 345kV Transmission Project between these utility companies started in 2022 and have now reached this point of joint execution of this JDA document.

- Approval of this JDA will commit RPU to and investment estimate of $28,884,000 in Mankato to Mississippi River 345kV Transmission Project.

- Of the $28,884,000, RPU's existing contractual investment rights consist of $7,822,641, and the remaining $21,061,359 investment is a pledged amount from NSP(Xcel Energy). This investment amount will help cover RPU's load ratio share of the entire MISO Tranche 1 portfolio of transmission projects.

Joint Development Agreement - continued

- The JDA also stablishes a variety of legal arrangements between the parties for initial project work until it is replaced by a full suite of project agreements scheduled for approval later in 2026.

- Xcel Energy has already begun pre-construction work on this project, and RPU will begin paying Xcel Energy for its portion of this initial work after joint execution of this agreement.

- A full complement of project documents, scheduled to be approved later in 2026 by all the parties, will govern the actual construction of the project along with ongoing operations & maintenance. This group of future amended and restated agreements for 2026 will be: Joint Cooperation Agreement, Transmission Capacity Exchange Agreement, Transmission-to-Transmission Interconnection Agreement, Project Participation Agreement, Minnesota Construction Management Agreement, and the Minnesota Operation and Maintenance Agreement.

Project Timeline

Anticipated Construction Schedule – Segments 3 & 4	
Project/Construction Activity	**Preliminary Date**
Joint MN CON/RP Application Filed	4/2/2024
Final EIS issued, post hearing briefs and responses	7/25/2025
Administrative Law Judge (ALJ) report due	10/30/2025
PUC CON/RP Approval - Anticipated	4th Quarter 2025
Conduct Cultural and Biological Field Surveys	2nd Quarter 2026
Complete Engineering and Final Design	3rd Quarter 2026
Federal, State and Local Permits Issued	4th Quarter 2026
Easement Acquisition Process	3rd Quarter 2027 – 4th Quarter 2027
Vegetation Clearing	1st Quarter 2027
Construction Mat Installation	1st Quarter 2027
Foundation Installation	2nd Quarter 2027 – 3rd Quarter 2027
Structure Setting, Wire Stringing, Clipping and Removal of Existing Pole Structures	2nd Quarter 2027 – 4th Quarter 2027
Restoration Activities and Removal of Construction Mats	1st Quarter 2028
Project In-Service	1st Quarter 2028

Requested City Council Action

1. Adopt a resolution approving the execution of the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600 and that the Rochester City Council delegate authority to the RPU project manager to perform the acts to execute the project.

2. Further, adopt a resolution delegating to the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution.

3. Also adopt a resolution delegating to the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CapX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities, including but not limited to the Joint Cooperation Agreement, Transmission Capacity Exchange Agreement, Transmission-to-Transmission Interconnection Agreement, Project Participation Agreement, Minnesota Construction Management Agreement, and the Minnesota Operation and Maintenance Agreement.

Questions?

LA CROSSE (MN) LRTP 4 / LA CROSSE (MN) PHASE 5 TRANSMISSION PROJECT

(NORTH ROCHESTER SUBSTATION TO MISSISSIPPI RIVER) (NORTH ROCHESTER TO CHESTER)

JOINT DEVELOPMENT AGREEMENT

Dated as of January 16, 2026

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JOINT DEVELOPMENT AGREEMENT

This **JOINT DEVELOPMENT AGREEMENT** (this "**Agreement**"), dated as of 12:01 AM January 16, 2026 (the "**Effective Date**"), is made by and among Northern States Power Company, a Minnesota corporation ("**NSP, MN**"), Dairyland Power Cooperative, a cooperative association incorporated under the laws of the state of Wisconsin ("**DPC**"), the City of Rochester, a Minnesota municipal corporation acting through its Public Utility Board ("**RPU**") and Southern Minnesota Municipal Power Agency, a municipal corporation and political subdivision of the state of Minnesota ("**SMMPA**") (individually each a "**Minnesota Owner**" and a "**Party**" and, collectively, the "**Minnesota Owners**" and the "**Parties**"). NSP, MN also joins in this Agreement solely in its capacity as the Development Manager (as defined herein).

Northern States Power Company, a Wisconsin corporation ("**NSP, WI**"), WPPI Energy, a municipal electric company, political subdivision and body politic and corporate of the state of Wisconsin ("**WPPI**"), and DPC join in this Agreement in their capacity as "**Wisconsin Owners**" as defined in that certain Joint Cooperation Agreement dated as of December 21, 2012, by and among the Minnesota Owners and the Wisconsin Owners (the "**JCA**") for the purpose of project coordination and Management Committee representation as Coordinated Owners of the Southeast Twin Cities – Rochester – La Crosse Transmission Project (Minnesota) (the "**La Crosse MN Project**") and the Southeast Twin Cities – Rochester – La Crosse Transmission Project (Wisconsin) (the "**La Crosse WI Project**"). The La Crosse MN Project and the La Crosse WI Project may be collectively referred to herein as the "**Coordinated Projects**." The Minnesota Owners and the Wisconsin Owners hereinafter may be referred to individually as a "**Coordinated Owner**" and collectively as the "**Coordinated Owners**."

RECITALS

A. The Parties are parties to those certain agreements executed on and delivered on December 21, 2012 (the "**Effective Time**"), and any other amendments entered into by the Parties after the Effective Time but on or before the Effective Date, in connection with the La Crosse MN Project, including the JCA, the Project Participation Agreement (the "**PPA**"), the Construction Management Agreement (the "**Original CMA**"), the Operation and Maintenance Agreement (the "**OMA**"), the Transmission Capacity Exchange Agreement (the "**TCEA**"), and other such agreements as the Parties entered into before the Effective Date to govern, construct, operate and maintain, and equitably allocate transmission capacity for the La Crosse MN Project (collectively, the JCA, PPA, Original CMA, OMA, and TCEA, are referred to herein as the "**Original Project Agreements**").

B. As of the Effective Time, the Minnesota Owners and the Wisconsin Owners entered into the JCA. The JCA was entered into by the Coordinated Owners to establish protocols and procedures designed to assure Coordinated Owner collaboration for and governance of the Coordinated Projects, including the design, development, procurement, construction, Commissioning and completion, and to establish, among other things, (i) the rights and obligations of each Coordinated Owner with respect to certain construction matters, (ii) protocols and procedures for governance of the Coordinated Projects by the Management Committee, and (iii) procedures for the reconciliation of Integrated Percentage Interests (as defined by the PPA) among the Coordinated Owners.

C. The PPA, OMA, and TCEA of the Original Project Agreements will be amended and restated (individually, each an "**Amended and Restated Original Project Agreement**" and, collectively, the "**Amended and Restated Original Project Agreements**") as of a concurrent restatement time specified in each Amended and Restated Original Project Agreement (the "**Restatement Time**"). The Original CMA will terminate in accordance with its terms and will not be amended and restated. The Parties will execute a new Construction Management Agreement (as defined herein) which will be a Project Agreement. The JCA may be amended and restated by the Coordinated Owners and, if such amendment and restatement takes place in connection with the Project (as defined below), the amended and restated JCA will become an Amended and Restated Original Project Agreement.

D. The Original Project Agreements are each in full force and effect as of the Effective Date and, except for the Original CMA, will remain in full force and effect through the execution and delivery of the Project Agreements, in accordance with the terms set forth in the Project Agreements.

E. The Board of Directors of Midcontinent Independent System Operator, Inc. ("**MISO**") studied, reviewed, and approved the Long-Range Transmission Planning ("**LRTP**") Tranche 1 Portfolio (the "**Tranche 1 Portfolio**") in July, 2022 as part of MISO's 2021 Transmission Expansion Plan report ("**MTEP21**"). As part of MTEP21, MISO found that the Tranche 1 Portfolio was in part needed to address regional reliability issues on the existing transmission system in southern Minnesota and western Wisconsin.

F. To address these regional reliability concerns, MISO approved in MTEP21 the construction of several separate transmission lines as part of its Tranche 1 Portfolio known as LRTP 4. The Minnesota segments of LRTP 4 are collectively referred to as the Mankato-Mississippi River Transmission Project (the "**LRTP 4 MN Project**") and consists of: (i) a new approximately one hundred thirty (130) mile 345 kV transmission line between the Wilmarth substation in Mankato, Minnesota and the Mississippi River, including upgrade of existing 161 kV transmission line to 345 kV transmission line and second circuit 345 kV transmission line installation in Segment 3 (as defined below), and (ii) a new approximately twenty (20) mile 161 kV transmission line between the North Rochester substation that is owned by NSP, MN (the "**Substation**") near Pine Island, Minnesota and the Chester substation that is owned by RPU.

G. Because of the different characteristics of the portions of the LRTP 4 MN Project, it has been divided into four (4) segments consisting of (i) transmission lines and associated assets owned by NSP, MN, and (ii) transmission lines and associated assets owned jointly as tenants-in-common by the Minnesota Owners.

H. The transmission lines of segment 1 and segment 2 of the LRTP 4 MN Project are each discretely owned by NSP, MN. Segment 1 consists of an approximately 41-48 mile new 345 kV transmission line between the Wilmarth substation and a point near the West Faribault substation ("**Segment 1**"). Segment 2 consists of an approximately 33-40 mile new 345 kV transmission line between a point near the existing West Faribault substation and the Substation ("**Segment 2**"). Segment 1 and Segment 2 construction by NSP, MN is individually referred to herein as the "**Segment 1 NSP, MN Construction**" and the "**Segment 2 NSP, MN Construction**" and collectively as the "**NSP, MN Construction**."

I. The transmission lines of segment 3 and segment 4 of the LRTP 4 MN Project are owned jointly as tenants-in-common by the Minnesota Owners. Segment 3 consists of (i) the addition of a new 345 kV transmission line of the La Crosse MN Project between the Substation and the Mississippi River, which will convert approximately twenty-seven (27) miles of existing 161/345 kV transmission line to 345/345 kV transmission line, and (ii) installation of approximately sixteen (16) miles of new 345 kV transmission line on La Crosse MN Project 345/345 double circuit structures ("**Segment 3**"). Segment 4 consists of removal and relocation of a portion of a 161 kV transmission line from the Substation to Chester junction which is required because a portion of the new 345 kV transmission line in Segment 3 would displace the 161 kV transmission line that is currently double circuited with an existing 345 kV transmission line ("**Segment 4**"). Collectively, Segment 3 and Segment 4 are referred to herein as the "**NRMRC Project**." The transmission lines and associated transmission assets of Segment 3 and Segment 4 are individually referred to as a "**NRMRC Transmission Line**" and collectively as the "**NRMRC Transmission Lines**."

J. The relocation of the wholly owned DPC 161 kV transmission line specified by Segment 4 requires construction by DPC of (i) a new, approximately twenty (20) mile 161 kV transmission line between the Substation and an existing transmission line northeast of Rochester, Minnesota, and (ii) underlying system improvements (the "**DPC Wabaco Relocation Project**").

K. None of Segment 1, Segment 2, the DPC Wabaco Relocation Project, the Wilmarth substation nor the West Faribault substation is part of the NRMRC Project nor part of the Project (as defined herein), but each is integral to the LRTP 4 MN Project.

L. Development and advanced construction of the NRMRC Transmission Lines (as defined below) will be jointly developed, owned, and funded by the Parties in accordance with the provisions set forth in this Agreement. The Substation Expansion (as defined below) will be developed, owned, and funded by NSP, MN, consistent with its discrete ownership of the Substation.

M. The NRMRC Project will include the development, permitting, engineering, construction, and operation of the NRMRC Transmission Lines, including but not limited to, associated easements, transmission structures, conductors, static wire, insulators, and hardware from the Substation to the Mississippi River. The Substation will be expanded and otherwise upgraded to facilitate the NRMRC Transmission Lines and other modifications of the existing La Crosse MN Project. The expansion and upgrade of the Substation, along with the development, permitting, engineering, and upgrade of the Substation, is referred to herein as the "**Substation Expansion**."

N. The NRMRC Project and the Substation Expansion will be collectively referred to herein as the "**Project**," and as more specifically described in **Exhibit A** (Project Description).

O. The Management Committee has determined by resolution dated 12:00 AM on the Effective Date, among other things, (i) to pursue the development of the Project and to incorporate the NRMRC Transmission Lines as Phase 5 of the La Crosse MN Project ("**Phase 5**"), thereby to be governed by the Project Agreements, and (ii) to appoint NSP, MN to act as the Development Manager of the Project for the matters arising under this Agreement.

P. Each Party is empowered by Applicable Law to acquire, construct, maintain and operate facilities for the transmission of electrical energy and to acquire, construct and maintain all rights, properties, improvements and other interests necessary therefor in the state of Minnesota.

Q. On April 2, 2024, NSP, MN filed an Application for a Certificate of Need and Route Permit for the LRTP 4 MN Project.

R. Subject to the terms and conditions of this Agreement, the Parties desire to jointly pursue the development of the Project, and the Parties also desire to establish a written understanding by and among the Parties regarding Project-related issues and costs. The Parties desire that this Agreement will be temporary in nature and will be superseded by the Project Agreements.

S. Capitalized words and terms not otherwise defined by this Agreement have the meaning set forth in the Original Project Agreements.

AGREEMENT

NOW THEREFORE, in consideration of the foregoing Recitals, each of which is incorporated herein as an essential term hereof, and the covenants and agreements as herein set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and intending to be legally bound, the Parties and the Development Manager agree as follows:

ARTICLE 1
DEFINITIONS AND INTERPRETATION

Section 1.1 Defined Terms. The following terms when used in this Agreement, including its Recitals, will have the following meanings. Terms or phrases not defined herein have the meaning set forth in the Project Agreements.

"**Advanced Construction Costs**" has the meaning set forth in **Section 7.2.2**.

"**Advanced Construction Work**" has the meaning set forth in **Section 5.1.2**.

"**Affiliate**" of a specified Person means any other Person (other than a natural Person), directly or indirectly controlling, controlled by, or under common control with the Person specified. For purposes of this Agreement, the term "control" (including its correlative meanings, "controlled by" and "under common control with") will mean ownership, directly or indirectly, of fifty percent (50%) or more of the shares of stock entitled to vote for the election of directors, in the case of a corporation, or fifty percent (50%) or more of the equity interests in the case of any other type of legal entity, or status as a general partner in any partnership, or any other arrangement whereby a Person controls or has the right to control the board of directors or equivalent governing body of a corporation or other entity.

"**Agreement**" has the meaning set forth in the Preamble.

"**Amended and Restated Original Project Agreement**" and "**Amended and Restated Original Project Agreements**" have the meanings set forth in the Recitals.

"**AOP**" means the asset ownership percentages set forth in **Exhibit B** (Development Period Asset Ownership Percentages) agreed upon by the Parties for the NRMRC Project for the term of this Agreement as calculated by the Development Manager and approved by the Management Committee. By way of clarification, the final Asset Ownership Percentages as defined in **Section 3.1.3.1.2** of the **PPA** will be determined in accordance with the amended and restated PPA.

"**Applicable Law**" means any statute, law, ordinance, executive order, rule, or regulation (including a regulation that has been formally promulgated in a rule making Proceeding but, pending final adoption, is in proposed or temporary form having force of law); guideline or notice having force of law; or approval, permit, license, franchise, judgment, order, decree, injunction, or writ of any Governmental Authority applicable to a specified Person or specified property, as in effect from time to time.

"**Approved Budget**" means the Development Period Budget described in **Section 7.1** (Development Period Budget and Development Period Costs) composed of Development Period Costs as approved by the Parties on the Effective Date pursuant to recommendation by the Management Committee, and as increased by the Management Committee from time to time after the Effective Date. The Maximum Development Period Budget Amount is the amount that cannot be exceeded by the Development Manager without approval of the Management Committee.

"**Business Day**" means any day except Saturday, Sunday or any other day on which the Federal Reserve member banks are required or authorized to close for business.

"**Code**" means the Internal Revenue Code of 1986, as amended, and the regulations promulgated thereunder, and any superseding Applicable Law enacted for implementation of a revenue code.

"**CON**" means a Certificate of Need as applied for to the MPUC and supplemented, as applicable, by a Party and ultimately issued, if at all, by the MPUC.

"**Confidential Information**" means confidential or proprietary information, whether or not it constitutes a trade secret under Applicable Law, including (i) any and all data, plans, proposals or other material related to the development, design, construction, configuration or operation of the Project, (ii) business operations, customer technology and risk management information; (iii) personnel, benefits and human resource information; (iv) data, plans, proposals or other material related to information systems or intellectual property; (v) legal information; (vi) supplier and vendor information; (vii) information concerning sources or terms of financing or credit; (viii) Tax, financial and market analysis information; (ix) technical, process and product information; (x) service information; (xi) pricing information, formulae and formulations; (xii) control, installation and operating procedures; (xiii) operating or maintenance manuals, instructions and other user documentation; and (xiv) technical and marketing information, designs and data. "Confidential Information" will not include information that: (A) has become part of the public domain other than by acts or omissions of the receiving Party or its representatives, (B) to the receiving Party's knowledge, has been furnished or made known to the receiving Party

by third parties (other than those acting on behalf of the disclosing Party) as a matter of legal right and without relevant restriction on disclosure or use, (C) was in the receiving Party's possession prior to disclosure by the disclosing Party and was not previously acquired by the receiving Party or its representatives directly or indirectly from the disclosing Party or (D) was independently developed by representatives of the receiving Party without access to Confidential Information.

"**Construction Management Agreement**" means that certain construction management agreement to be entered into by NSP, MN and the other Parties pursuant to **Section 4.2** (Project Agreements). By way of clarification, the Original CMA will terminate in accordance with and upon the execution and delivery of the Amended and Restated Original Project Agreements and will not be amended and restated.

"**Consultants**" means consultants and engineers for the conduct and performance of system impact studies, economic assessments, environmental assessments, engineering and public outreach and activities associated with obtaining Governmental Approvals required to develop the NRMRC Project.

"**Contract**" means each contract, agreement, license, authority, or other arrangement, either oral or written, establishing the terms of performance of contract work.

"**Contractors**" means any Person that enters into a Contract with the Development Manager, or one or more of the Parties that are authorized to enter into a Contract under this Agreement, for Development Work or Advanced Construction Work with respect to the NRMRC Project, as such Contracts are permitted under this Agreement.

"**Coordinated Owner**" and "**Coordinated Owners**" have the meanings set forth in the Preamble.

"**Coordinated Projects**" has the meaning set forth in the Preamble.

"**Critical Permits**" means the CON, Route Permit, and, if applicable, a Permit or Permits that must be granted by the U.S. Army Corps of Engineers, a Governmental Authority.

"**Damages**" means without limitation any loss arising from claims, suits, actions, costs (including reasonable fees and reasonable costs of investigation), expenses, fines, interest, penalties, assessments, judgments, demands, causes of action and litigation of any kind, whether based in tort, contract, or any other cause of action, excluding any Party-Specific Tax.

"**Defaulting Party**" means a Party that breaches its representations or warranties hereunder, or otherwise fails to perform any of its covenants hereunder, including payment obligations under **Section 7.4** (Reimbursement of Development Period Costs) and performance obligations under **Section 5.2.4 (Standard of Performance)**, and does not cure such breach or failure within thirty (30) days after receipt of notice of such breach or failure; **provided**, **however**, that, except for breach of payment obligations, if such breach or failure is incapable of cure within such thirty (30) day period (despite the diligent efforts of the breaching Party), the breaching Party will have a reasonable time to effect such cure if such cure is diligently pursued on a continuous basis by the breaching Party; **provided**, **further**, in order to terminate this Agreement such breach or failure to perform must be material and adverse to the other Parties as a whole or the Project.

"**Development Costs**" has the meaning set forth in **Section 7.2.1**.

"**Development Manager**" means NSP, MN in its capacity separate from a Party to this Agreement, as the appointed and designated Development Manager for the NRMRC Project and coordination of the Project until execution and delivery of the Project Agreements. By way of clarification, while NSP, MN is a Party to this Agreement in its capacity as a Minnesota Owner, the Development Manager is not a "Party" to this Agreement and NSP, MN is not a Party when it enters into this Agreement in the designated capacity as the Development Manager. The Development Manager is authorized and directed by the Parties to carry out, as agent for and on behalf of the Parties, Development Work and Advanced Construction Work in accordance with the terms of this Agreement. This agency relationship is created solely for the purpose of Development Work and Advanced Construction Work, and the fact that NSP, MN is also a Party to this Agreement does not in any way change, modify, or release the Development Manager from its rights, interests, and obligations in its capacity as the Development Manager.

"**Development Period Budget**" has the meaning set forth in **Section 7.1**.

"**Development Period Costs**" has the meaning set forth in **Section 7.2**.

"**Development Work**" has the meaning set forth in **Section 5.1.1**.

"**DPC**" has the meaning set forth in the Preamble.

"**DPC Wabaco Relocation Project**" has the meaning set forth in the Recitals.

"**Effective Date**" has the meaning set forth in the Preamble.

"**Effective Time**" has the meaning set forth in the Recitals.

"**Encumbrance**" means any lien, security interest, mortgage, pledge, hypothecation, assignment, easement, right-of-way, servitude, other encumbrance, equitable interest, charge, restrictive covenant, or other restriction or matter affecting title to the involved property.

"**FERC**" means the Federal Energy Regulatory Commission or any Governmental Authority succeeding to the powers of such entity.

"**Final Order**" means action by a Governmental Authority, which has become effective and has not been vacated, reversed, set aside, annulled or suspended and as to which: (i) no request for stay by such Governmental Authority of the action is pending, no such stay is in effect, and, if any deadline for filing any such request is designated by Applicable Law, such deadline has passed, (ii) no petition for rehearing or reconsideration of such action is pending before such Governmental Authority, and if any deadline for filing any such petition is designated by Applicable Law, such deadline has passed, (iii) such Governmental Authority does not have the action under reconsideration on its own motion, and (iv) no appeal to a court, or request for stay by a court, of such Governmental Authority's action is pending or in effect, and, if any deadline for filing any such appeal or request is designated by Applicable Law, such deadline has passed.

"**GAAP**" means generally accepted accounting principles for companies in the United States in effect from time to time.

"**Good Utility Practice**" means those design, construction, operation, maintenance, repair, removal and disposal practices, methods, and acts that are engaged in by a significant portion of the electric transmission industry in the United States during the relevant time period, or any other practices, methods or acts that, in the exercise of reasonable judgment in light of the facts known at the time a decision is made, could have been expected to accomplish a desired result at a reasonable cost consistent with good business practices, reliability, safety and expedition. Good Utility Practice is not intended to be the optimum practice, method, or act to the exclusion of others, but rather to be a spectrum of acceptable practices, methods, or acts generally accepted in such electric transmission industry for the design, construction, operation, maintenance, repair, removal and disposal of electric transmission facilities in the United States. Good Utility Practice will not be determined after the fact in light of the results achieved by the practices, methods, or acts undertaken but rather will be determined based upon the consistency of (i) the practices, methods, or acts when undertaken with (ii) the standard set forth in the first two (2) sentences of this definition at such time.

"**Governmental Approval**" means any consent, approval, permit, license, franchise, order, or other authorization, or a variance or exemption therefrom or waiver thereof, from a Governmental Authority.

"**Governmental Authority**" means any court, tribunal, arbitrator, authority, agency, commission, official or other instrumentality of the United States, any foreign country or any domestic or foreign state, county, city or other political subdivision or similar governing entity.

"**In-Service Date**" means the date on which all of the initial facilities comprising the Project are energized and available to MISO for transmission service. This Agreement does not state an In-Service Date and any In-Service Date will be established by the Project Agreements.

"**Initial Invoice**" has the meaning set forth in **Section 7.4.2(iii)**.

"**Interest Rate**" means the interest rate provided for in 18 C.F.R. § 35.19a(a)(2)(iii)(A) (or any successor provision).

"**Internal Reimbursable Costs**" has the meaning set forth in **Section 7.2.4**.

"**JCA**" has the meaning set forth in the Preamble.

"**Joint Intellectual Property**" means all intellectual property created, developed or prepared in connection with the development and construction of the NRMRC Project, including all Approved Budgets, NRMRC Project financial models and financial plans, studies and reports prepared by Consultants, external due diligence investigations, environmental and feasibility studies, NRMRC Project-related plans, designs or drawings, and permits and permit applications. Joint Intellectual Property will not include any property created by a Party that is confidential to such Party with respect to Substation Expansion, its internal financial models, plans, studies, reports, or designs and drawings created, developed or prepared by or at the direction of a Party that was not used in connection with a Contractor or Consultant, which have not been utilized in

connection with the development of the NRMRC Project and have not been charged to a Party hereunder as Development Period Costs.

"**Joint Property**" means the NRMRC Project and all development assets (tangible or intangible personal, real, or mixed property) arising from, in connection with, and incident to this Agreement, including the Joint Intellectual Property; **provided**, **however**, Joint Property will not include Substations or Substation Expansions thereto, underlying system improvements, underbuild lines, and similar assets ancillary to the Project that are presently owned or will be constructed and individually owned by the respective Parties.

"**La Crosse MN Project**" has the meaning set forth in the Preamble.

"**La Crosse WI Project**" has the meaning set forth in the Preamble.

"**LRTP**" has the meaning set forth in the Recitals.

"**LRTP 4 MN Project**" has the meaning set forth in the Recitals.

"**Major Contract**" means a Contract with a Consultant or Contractor that at the time of execution has an individual, or when considered with all other agreements with such Consultant or Contractor has an aggregate, amount of Two Hundred Fifty Thousand Dollars ($250,000) or more, or which otherwise is designated as a Major Contract by the Management Committee.

"**Management Personnel Costs**" means the salaries and benefits of the personnel employed by the Development Manager or a Party and appointed or provided by the Development Manager or such Party (or if such personnel are not dedicated full time to the Project) in accordance with **Schedule 7.2.4(A)** (Development Manager Reimbursement for Cost of Services) and **Schedule 7.2.4(B)** (Non-NSP, MN Parties' Reimbursement for Cost of Services), respectively, together with the costs of such other administrative services as the Development Manager or the applicable Party deems necessary to support such personnel in accordance with this Agreement.

"**Maximum Development Period Budget Amount**" has the meaning set forth in **Section 7.1**.

"**Minnesota Owner**" and "**Minnesota Owners**" have the meanings set forth in the Preamble.

"**MISO**" has the meaning set forth in the Recitals and further means MISO, or successors thereto, an Independent System Operator (ISO) and Regional Transmission Organization (RTO).

"**MISO Tariff**" means the MISO Open Access Transmission, Energy and Operating Reserve Markets Tariff (as amended from time to time and approved by FERC), including all schedules, modules, attachments and protocols thereto.

"**MPUC**" has the meaning set forth in the Recitals.

"**MTEP21**" has the meaning set forth in the Recitals.

"**NRMRC Project**" has the meaning set forth in the Recitals.

"**NRMRC Transmission Line(s)**" has the meaning set forth in the Recitals.

"**NSP, MN**" has the meaning set forth in the Preamble.

"**NSP, MN Construction**" has the meaning set forth in the Recitals.

"**NSP, WI**" has the meaning set forth in the Preamble.

"**OMA**" has the meaning set forth in the Recitals.

"**Original CMA**" has the meaning set forth in the Recitals.

"**Original Project Agreements**" has the meaning set forth in the Recitals.

"**Party**" and "**Parties**" have the meanings set forth in the Preamble. By way of clarification, the Development Manager is not a Party to this Agreement.

"**Party-Specific Tax**" means any Tax that is: (i) under Applicable Law, associated with or imposed upon a Party with respect to its ownership, use, operation or maintenance of its undivided interest in the Joint Property; or (ii) imposed, based upon or calculated with reference to the income or receipts of a Party, including federal and state income Taxes and state franchise Taxes.

"**Person**" means an individual, trust, estate, corporation, partnership, joint venture, limited liability company, business trust, association, unincorporated association, a government or agency or political subdivision thereof, or other entity with legal constitution under Applicable Law.

"**Phase 5**" has the meaning set forth in the Recitals.

"**PPA**" has the meaning set forth in the Recitals.

"**PPA Transfer Provisions**" has the meaning set forth in **Section 11.1**.

"**Proceeding**" means any suit, litigation, arbitration, hearing, audit, investigation or other action (whether civil, criminal, administrative or investigative) commenced, brought, conducted, or heard by or before, or otherwise involving, any Governmental Authority or arbitrator.

"**Project**" has the meaning set forth in the Recitals and as defined with particularity in **Exhibit A** (Project Description) hereto. For the avoidance of doubt, the NRMRC Project is included in the LRTP 4 MN Project. A map of the LRTP 4 MN Project is set forth in **Exhibit A**.

"**Project Agreements**" means, collectively, each of the Amended and Restated Original Project Agreements, the Construction Management Agreement to be entered into by the Parties as set forth in the Recitals, and other agreements specified by the Management Committee as necessary or desirable for addressing the Parties' rights and obligations respecting the La Crosse MN Project, including the addition of the Project that is added as Phase 5 of the La Crosse MN

Project. Each of the Project Agreements may be individually referred to as a "**Project Agreement**," and prefaced by the name of the individual Project Agreement referenced.

"**Real Property Contracts**" means, collectively, easements, leases, licenses, instruments, agreements, fee interests and documents that grant rights with respect to real property.

"**Remaining Party**" and "**Remaining Parties**" have the meaning set forth in **Section 8.1.3**.

"**Restatement Time**" has the meaning set forth in the Recitals.

"**ROFR**" means the first refusal rights granted to incumbent electric transmission owners under Minn. Stat. §216B.246 to build transmission lines that connect to their existing facilities.

"**Route Permit**" means any original route permit, any new route permit, and any amended route permit for the LRTP 4 MN Project as applied for from or issued by the MPUC and any other Governmental Authority.

"**RPU**" has the meaning set forth in the Preamble.

"**Segment 1**" has the meaning set forth in the Recitals.

"**Segment 1 NSP, MN Construction**" has the meaning set forth in the Recitals.

"**Segment 2**" has the meaning set forth in the Recitals.

"**Segment 2 NSP, MN Construction**" has the meaning set forth in the Recitals.

"**Segment 3**" has the meaning set forth in the Recitals.

"**Segment 4**" has the meaning set forth in the Recitals.

"**Settlement Agreement**" has the meaning set forth in **Section 9.1**.

"**Shared Liability**" has the meaning set forth in **Section 10.2.1**.

"**Shared Liability Claim**" has the meaning set forth in **Section 10.2.2**.

"**SMMPA**" has the meaning set forth in the Preamble.

"**Substation**" has the meaning set forth in the Recitals.

"**Substation Expansion**" has the meaning set forth in the Recitals.

"**Substation Jumpers**" means the slack span between the Substation Takeoff Tower and the dead-end structure inside the Substation fence.

"**Substation Takeoff Tower**" means the last structure owned by Parties just outside of the Substation fence.

"**Tax**" means any tax, surtax, charge, fee, levy or other assessment imposed by any Governmental Authority, including income, excise, property, sales, transfer, franchise, special franchise, payroll, recording, withholding, social security or other tax, or any liability for any tax incurred by reason of joining in the filing of any consolidated, combined or unitary tax returns, in each case including any interest, penalty or addition attributable thereto.

"**TCEA**" has the meaning set forth in the Recitals.

"**Terminated Party**" means the Defaulting Party with respect to any termination of a Party pursuant to clause (ii) of **Section 8.1.1** (General Termination Provisions).

"**Terminating Party**" has the meaning set forth in **Section 8.1.1(ii)**.

"**Termination Date**" has the meaning set forth in **Section 8.1.1**.

"**Third Party Claim**" means a claim, demand, cause of action or Proceeding made or brought by a Person that is not a Party or an Affiliate of a Party.

"**Third Party Costs**" has the meaning set forth in **Section 7.2.5.**

"**Tranche 1 Portfolio**" has the meaning set forth in the Recitals.

"**Transfer**" has the meaning set forth in **Section 11.1**.

"**Wisconsin Owners**" has the meaning set forth in the Preamble.

"**WPPI**" has the meaning set forth in the Preamble.

Section 1.2 Interpretation. In this Agreement, unless a clearly contrary intention appears:

(i) the singular includes the plural and vice versa;

(ii) reference to any Person includes such Person's successors and assigns but, if applicable, only if such successors and assigns are permitted by this Agreement, and reference to a Person in a particular capacity excludes such Person in any other capacity;

(iii) reference to any gender includes each other gender;

(iv) reference to any agreement (including this Agreement), document or instrument means such agreement, document or instrument as amended or modified and in effect from time to time in accordance with the terms thereof and, if applicable, the terms hereof, and by its use is incorporated by reference herein;

(v) reference to any article, section, or schedule means such article, section, or schedule to this Agreement;

(vi) the words "hereunder," "hereof," "hereto," "herein" "herefrom" and words of similar import are reference to this Agreement as a whole and not to any particular section, article or other provision hereof;

(vii) relative to the determination of any period of time, "from" means "from and including," "to" means "to but excluding" and "through" means "through and including;"

(viii) the words "including" "include" and "included" will be deemed to be followed by "without limitation";

(ix) reference to any law (including statutes and ordinances) means such law as amended, modified, codified or reenacted, in whole or in part, and in effect from time to time, including rules and regulations promulgated thereunder; **provided**, that any representation or warranty made as of a specific date in reference to and as governed by Applicable Law on such date will refer to such Applicable Law on and as of such date;

(x) where two (2) or more Persons comprise a Party, all references to such Party will mean such Persons jointly and severally, and all obligations of such Party hereunder will the joint and several obligations of such Persons; and

(xi) references to "days" means calendar days, unless otherwise indicated.

ARTICLE 2
RELATIONSHIP OF PARTIES AND OWNERSHIP MATTERS

Section 2.1 Legal Relationship and Ownership Matters. The provisions of this **Section 2.1** are subject to the provisions of **Section 3.4** (Statutory and Regulatory Obligations) below.

2.1.1 Substation Ownership. The Substation Expansion will be funded, constructed, and owned by NSP, MN. No Party will have any right, title, or other interest in or to, or obligation (financial or otherwise) with respect to, the Substation or the Substation Expansion thereto, except as provided in the Amended and Restated Original Project Agreements; **provided**, **however**, that each Party acknowledges and agrees that (i) completion of any and all work on the Substation Expansion will be essential to completion of the Project and (ii) NSP, MN will covenant in the PPA Project Agreement to use commercially reasonable efforts to complete such work in accordance with any mutually agreed Project schedule and In-Service Date established by the Project Agreements.

2.1.2 NRMRC Transmission Line Ownership and Waiver of Partition. The NRMRC Transmission Lines will be owned by the Parties, with each Party having an undivided interest in the NRMRC Transmission Lines as tenants-in-common in accordance with its Asset Ownership Percentage as defined in **Section 3.1.3.1.2** of the **PPA**, and as calculated in accordance with **Article 3** of the **amended and restated PPA** and **Article VIII** of the **JCA**. The Parties agree to waive any right of partition of property, including the NRMRC Transmission Lines, that is owned by the Parties as tenants-in-common.

2.1.3 Independent Parties. The legal relationship of (i) the Parties to each other, and (ii) the Parties to the Development Manager hereunder is collaborative, voluntary, and mutual, and is governed solely by the terms of this Agreement and, if applicable, the Original Project Agreements by and among the Parties. The covenants, obligations, and liabilities of the Parties are intended to be several and not joint or collective and nothing herein contained will ever be construed to create an association, joint venture, trust, partnership or other legal entity or Person, or to impose a trust or partnership covenant, obligation, or liability on or with regard to any Party. No Party will hold itself out to any Person as a partner of, or principal trustee or agent for, any other Party, except to the extent expressly authorized in this Agreement.

2.1.4 No Sharing of Income and Profits. No Party will have the right to share, in whole or in part, the income and profits from, or be responsible for the losses and expenses with respect to, any other Party's undivided interest in the Joint Property. The income and profits produced by each Party's undivided interest in the Joint Property will belong solely to such Party.

2.1.5 Relationship Limited to Project. The Parties further agree this relationship is limited to the Project and that no transfer or consolidation of interests in the Project may be effected among or between the Parties except in accordance with the Original Project Agreements. No commitment by any Party to another Party or Parties for investments or other interests exists with respect to participation in any other project of any kind except as set forth herein.

2.1.6 Parties' Legal Responsibilities. Each Party will be individually responsible for its own covenants, obligations, and liabilities as herein provided. No Party will be under the control of or will be deemed to control any other Party. No Party acting in any capacity, other than NSP, MN acting in the capacity as the Development Manager under this Agreement, will be the agent of or have a right or power to bind any other Party without its express written consent, except as set forth in this Agreement.

2.1.7 Actions Reserved to the Parties. All powers that are not granted to the Management Committee or the Development Manager under this Agreement are reserved to the Parties. The foregoing shall not be construed to limit the powers of the Parties to direct or otherwise override any decision of the Management Committee.

2.1.8 Integrated Percentages True-Up. Upon completion of the Project, the final determinations of Percentage Interest, Asset Ownership Percentage, and Integrated Percentage Interests of the Coordinated Owners will be governed by (i) **Article VIII** (Integrated Percentage Interest Requirements, Payment Adjustments and Reconciliation) of the **JCA**, as and if amended, (ii) **Section 3.1.3** (Percentage Interest, Asset Ownership and Integrated Percentage Interest) of the amended and restated **PPA**, and (iii) consistent and in accordance with anticipated waivers and approvals given or otherwise granted by the Coordinated Owners (including temporary or permanent adjustments to investment rights and formulas with respect to Percentages (as defined in the PPA, as amended)).

Section 2.2 Property Rights and Waiver of Partition.

2.2.1 Certain Acquired Assets and Tenancy-in-Common. Unless otherwise agreed by the Parties, after the Effective Date (i) any real property interests and any permits for the NRMRC Project will be acquired in the name of the Parties and held as tenants-in-common, and (ii) all Contracts entered into in connection with the NRMRC Project (specifically excluding any Contracts for Substation Expansion) will provide that the Parties are entering into the Contracts as tenants-in-common and that any such Contract may be assigned to a Party without the consent or approval of the third party thereto. The Development Manager has been delegated the right and authority to enter into Contracts on behalf of the Parties to the extent set forth in **Section 6.1** (Contract Authority).

2.2.2 Joint Property Interests. If this Agreement is terminated before the execution and delivery of the Project Agreements, the Parties will each exercise rights as a tenant-in-common with respect to Joint Property pursuant to the operation of this Agreement and under the common law with respect to such Joint Property interests; **provided**, **however**, no Party will have any duty to render an accounting with respect to its use of such Joint Property interests following the termination of this Agreement and no Party will be entitled, and hereby irrevocably waives its rights, to seek to partition of such Joint Property rights. A Party's interest in Joint Property arising under this Agreement (i) prior to execution of the Project Agreements shall be determined in accordance with the AOP of such Party as set forth in **Exhibit B** (Development Period Asset Ownership Percentages), and (ii) upon and after execution and delivery of the Project Agreements shall be determined in accordance with the calculation of the final Asset Ownership Percentages as defined in **Section 3.1.3.1.2** of the amended and restated **PPA**. (*See* **Section 2.1.8** (Integrated Percentages True-Up) for general description of the Integrated Percentages True-Up of the Coordinated Owners.)

2.2.3 Parties' Property Rights Upon Termination. Upon mutual termination of this Agreement pursuant to **Section 8.1.1(i)** (General Termination Provisions) and **Section 8.1.2** (Termination by Parties' Agreement), each Party and the Development Manager, will respectively provide to the other Parties and the Development Manager a copy of all studies, reports, Contracts and other similar data and other similar information constituting Development Work and Advanced Construction Work that is in the respective possession of a Party or the Development Manager, as the case may be, as Joint Intellectual Property. Except as provided in **Section 8.1.3** (Other Terminations) with respect to a Terminated Party and a Terminating Party, each of the Parties will respectively be entitled and permitted to use any such Joint Intellectual Property for any purposes desired, subject only to applicable confidentiality restrictions. If any Party has acquired tangible or intangible personal, real, or mixed property in connection with the Project that constitutes Joint Property and was reimbursed for such Joint Property as Development Period Costs, then the Party acquiring such Joint Property will cause (i) the Transfer to the other Parties of an undivided right, title, and interest in and to such Joint Property in percentages equal to the other Parties' respective AOP as set forth in **Exhibit B** (Development Period Asset Ownership Percentages) (with such Party retaining its AOP in such Joint Property), and/or (ii) sell the Joint Property and pay the proceeds from such sale to the other Parties in accordance with their AOP as set forth in **Exhibit B** (with such Party retaining its AOP in

the proceeds resulting from the sale of such Joint Property).

2.2.4 No Right to Participate in Other Projects. Upon and after termination of this Agreement (i) nothing herein will require any Party to offer to any other Party the right to participate in any subsequent work or project with respect to electric transmission routes or lines, or any other efforts of such Party, and (ii) unless authorized by Applicable Law, no Party will claim any right, title or interest in or to any such work or project of another Party where the asserted basis of such claim is a result of its rights or interest in this Agreement.

Section 2.3 Disclaimer of Certain Duties. No Party nor any of its Affiliates will owe a fiduciary duty or duty of loyalty to any other Party or any of the other Parties' Affiliates in connection with this Agreement, the Project or the exercise, granting or withholding of its voting, consent or approval rights under this Agreement; **provided**, **however**, that each Party will owe a duty to the other with respect to the financial accounting and reporting that is required under this Agreement. To the maximum extent permitted by Applicable Law, each Party hereby releases and forever discharges the other Parties and their representative(s) from all liabilities based on a breach or violation of any fiduciary duty or duty of loyalty. The Development Manager is an independent contractor in relation to the Parties and does not owe a fiduciary duty or duty of loyalty to any Party, except as may be evidenced by a written agency agreement pursuant to which specific fiduciary duties are set forth therein.

Section 2.4 Liability to Third Parties. The debts, obligations and liabilities of each Party pursuant to this Agreement or otherwise in connection with the Project, whether arising in contract, tort or otherwise, will be solely the debts, obligations and liabilities of such Party. The debts, obligations, and liabilities of a Party may include those debts, obligations, and liabilities that are allocated to the Parties pursuant to the terms of this Agreement and, if allocated pursuant to the terms of this Agreement in accordance with such Parties' AOP as calculated in accordance with this Agreement or the Original Project Agreements, as applicable.

Section 2.5 Risk of Loss. Except for occurrences for which a Party is liable pursuant to the terms and conditions of this Agreement, each Party will maintain the risk of loss of its undivided interest in the Joint Property.

Section 2.6 Several Liability and Socialized Cost. The liability of each Party hereunder or with respect to the NRMRC Project will be several and not joint or collective; **provided**, **however**, the foregoing will not limit the other applicable terms of this Agreement, as between and among the Parties, including the other provisions of this Agreement regarding socialized sharing of certain costs, indemnification obligations, and contribution obligations. For clarity, and subject to the applicable indemnification terms hereof, no Party other than NSP, MN, solely in its capacity as owner of the Substation, will be responsible for liabilities of the other Parties in connection with the Substation or the Substation Expansion.

Section 2.7 Tax Filings by the Parties. Each Party agrees to (i) file its Tax returns consistent with **Section 2.1.3** (Independent Parties) above, and (ii) exclude the transactions created by this Agreement from the application of Chapter 1, Subchapter K, of the Code.

Section 2.8 **Regulatory Filing of Agreement**. The Parties have agreed that once executed and delivered by the Parties, this Agreement will be timely filed with FERC, which is understood by the Parties to be within thirty (30) days of the Effective Date. NSP, MN will file this Agreement on behalf of itself and the other Parties subject to FERC jurisdiction. Prior to such filing with FERC, NSP, MN shall provide the Parties meaningful advance opportunity to review and provide comment on the filing.

Section 2.9 **Relation with Project Agreements**. This Agreement is entered into for the purposes set forth herein and will terminate as of the Restatement Time upon execution and delivery of the amended and restated PPA as one of the Amended and Restated Original Project Agreements. Upon such termination, the Joint Property by operation of this Agreement and such amended and restated PPA will be added to Exhibit A (Development Period Assets) of the amended and restated PPA.

ARTICLE 3
MANAGEMENT COMMITTEE; PERSONNEL; REPORTING

Section 3.1 **Management Committee**.

3.1.1 Management Committee. The Coordinated Owners acknowledge that they have established the Management Committee under **Article II** of the **JCA**.

3.1.2 Joint Cooperation Agreement Management Committee Provisions. The La Crosse MN Project governance provisions as set forth in **Article II** of the **JCA** include the powers, meeting provisions, and voting rights and levels among and between the Minnesota Owners and the Wisconsin Owners. The Coordinated Owners granted the Management Committee all authority, right, and power to exercise the Management Committee Powers, as defined in the JCA; **provided**, **however**, that voting powers with respect to the Original Project Agreements and Construction Management Agreement matters, and the applicability to the particular La Crosse MN Project or the La Crosse WI Project, are set forth in **Section 2.1.4** (Voting) of the **JCA**.

3.1.3 Appointment of Representatives. The Management Committee pursuant to the JCA will consist of the members currently serving on the date of this Agreement, subject to replacement of one or more of its appointed regular or alternate Management Committee members by providing written notice to the other Parties as provided in the JCA. The existing members of the Management Committee as appointed by each Party under the JCA will each be entitled to one vote, and the basis for voting will be determined by the applicable provisions of the JCA.

3.1.4 Voting Rights Relating to the Respective Coordinated Projects. By way of clarification, the voting rights and limitations set forth in **Sections 2.1.4.1.5 through 2.1.4.1.7** (Voting with respect to the PPA, OMA, TCEA, and the Construction Management Agreement) of the **JCA** with respect to the Coordinated Projects will apply to this Agreement. The Parties and the Wisconsin Owners acknowledge and agree that voting limitations are established by the JCA with respect to certain Original Project Agreements matters as set forth in **Schedules 2.1.4.1.5 through 2.1.4.1.7** of the **JCA**.

Section 3.2 **Personnel**. Any Party may assign personnel to work on the Project. Each Party will be responsible for assigning appropriate personnel to Project activities, and for making changes in such assignments as required from time to time.

Section 3.3 **Reporting**. The Development Manager will prepare monthly reports summarizing the status of the Development Work and Advanced Construction Work, recent progress on such Development Work and Advanced Construction Work, the next phase of Development Work and Advanced Construction Work to be undertaken, and any other information reasonably requested by the Management Committee. The Development Manager will also prepare monthly reports on NRMRC Project expenditures and cash flows, and actual Development Period Costs to date relative to the applicable Approved Budget, consistent with the requirement of this Agreement, including **Section 7.5** (Books and Records). The Parties will report on their specific Development Work activities arising from **Schedule 5.2.3(B)** (Parties' Development Work) from time to time and as needed.

Section 3.4 **Statutory and Regulatory Obligations**. The Parties acknowledge that the authority of each Party is established by statute and that their direct or indirect participation in the Project, including their compliance with the terms of this Agreement, will require compliance with obligations under Applicable Law.

ARTICLE 4
COMPLETION OF DEVELOPMENT WORK AND COMMENCEMENT OF PROJECT

Section 4.1 **Completion of Development Work**. Upon recommendation of the Development Manager, pursuant to a written report submitted to the Management Committee, the Management Committee will determine whether the Development Work has been sufficiently completed to commence construction of the Project. The commencement of the Project by the Parties will be evidenced by execution and delivery of the Project Agreements. Based on the recommendation of the Management Committee, the Parties shall either (x) approve commencement of construction of the Project, or (y) defer commencement of construction of the Project pursuant to a determination that the Project conditions precedent required by this **Section 4.1** have not yet been satisfied. Unless the Parties otherwise agree in writing, the Project may not be approved for commencement of construction unless all of the following conditions precedent have been satisfied: (i) the Parties are in receipt of Final Orders for all (A) environmental impact statements and environmental assessments to be issued under Applicable Law for the Project and (B) Critical Permits and all other material permits and authorizations then-required for commencement of construction by Applicable Law, and (ii) the Parties have entered into the Project Agreements.

Notwithstanding the provision of **Section 4.1(i)**, the Management Committee is authorized to waive the appeal period for all Final Orders as described in this **Section 4.1**.

Section 4.2 **Project Agreements**. Each Party will make good faith efforts to negotiate and enter into the Project Agreements, including any and all prior amendments and material transactions entered into by the Parties that must or should be reflected in the Original Project Agreements. Following execution and delivery of this Agreement by the Parties, the Parties will make good faith efforts to facilitate the development of the Project Agreements and complete such

agreements with all material terms and information necessary for the final execution and delivery of the Project Agreements upon completion of the Development Work and the recommendation of the Management Committee to the Parties to commence construction of the Project.

ARTICLE 5
DEVELOPMENT ACTIVITIES; REAL PROPERTY

Section 5.1 Development Work and Advanced Construction Work.

5.1.1 Development Work. Development Work will include all activities necessary or desirable and in accordance with Good Utility Practice for development of the Project as set forth on **Schedule 5.1.1** ("**Development Work**"). By way of clarification, Development Work refers to development of the Project generally and the NRMRC Project specifically and with reference to Development Period Costs incurred. Any development activities performed separately by or with the owners of a substation is for coordination of the entire Project to assure the completion of the NRMRC Project and is included in the Development Work.

5.1.2 Advanced Construction Work. The Development Manager may engage in certain construction activities in connection with completion of the Development Work and incur Advanced Construction Costs (as defined in **Section 7.2.2** (Advanced Construction Costs)) as set forth on **Schedule 5.1.2** (the "**Advanced Construction Work**"). By way of clarification, the Development Manager may enter into any form of Contract that is consistent with the terms of this Agreement, including Contracts for construction, and such Contracts will be deemed to be either Development Work or Advanced Construction Work.

Section 5.2 Performance of Development Work and Advanced Construction Work.

5.2.1 Management Committee Development Activities. Subject at all times to the direction of the Parties and the requirements of this Agreement, the Management Committee will have primary responsibility for (i) providing general oversight and guidance for the planning and coordination of Development Work and Advanced Construction Work, as respectively defined in **Section 5.1** (Development Work and Advanced Construction Work) and as further described or referenced in **Schedule 5.2.1** (Management Committee Development Work) attached hereto, (ii) providing general direction to and supervision of the Development Manager, (iii) approving increases in the Development Period Budget pursuant to **Section 7.1** (Development Period Budget and Maximum Development Period Budget Amount), and (iv) approving material revisions to any mutually agreed Project schedule between the Parties and the Development Manager. The Management Committee will not have the authority to determine the manner or means by which the Development Manager performs its duties hereunder.

5.2.2 Development Manager Appointment. By execution and delivery of this Agreement, the Parties appoint NSP, MN to act on their behalf as the Development Manager and to take such actions and exercise such powers as are set forth herein.

5.2.3 Division of Responsibility for Execution of Development Activities. On and after the Effective Date, the Development Manager and each Party, respectively, will have primary responsibility for the execution of those aspects of the Development Work and Advanced Construction Work described or referenced in **Schedule 5.2.3(A)** (Development Manager Development Work) and **Schedule 5.2.3(B)** (Parties' Development Work) attached hereto. With respect to the foregoing:

(i) The Development Manager, will competently and diligently, and in accordance with all Applicable Laws, directives and policies of the Management Committee, and in accordance with Good Utility Practice (A) carry out the Development Work and Advanced Construction Work described or referenced in **Schedule 5.2.3(A)**, (B) conduct all other activities deemed by the Management Committee as necessary and proper to complete the Development Work and Advanced Construction Work pursuant to and consistent with the requirements of this Agreement, and (C) perform such other functions and duties as may be assigned to the Development Manager, and as appropriately authorized in writing and budgeted by the Management Committee.

(ii) Each of the Parties will competently and diligently, and in accordance with all Applicable Laws, directives and policies of the Management Committee, and in accordance with Good Utility Practice (A) carry out the Parties' Development Work and Advanced Construction Work described or referenced in **Schedule 5.2.3(B)**, and (B) perform such other Development Work and Advanced Construction Work functions and duties as may be agreed to and appropriately authorized in writing and budgeted by the Management Committee.

5.2.4 Standards of Performance. The Management Committee, the Development Manager and each of the Parties will perform their respective Development Work and Advanced Construction Work obligations pursuant to this Agreement in accordance with Good Utility Practice and will use commercially reasonable efforts to perform and complete the Development Work and Advanced Construction Work assigned to it so as to timely progress with such work by the agreed upon milestone dates. Upon reasonable request, the Development Manager and each of the Parties will each provide progress reports to the other and will cause their respective Affiliates and personnel to comply with the terms and conditions of this Agreement.

Section 5.3 Governmental Approvals.

5.3.1 Governmental Approvals Required. The Development Manager will have the primary responsibility for seeking and obtaining required Governmental Approvals for the NRMRC Project, except for the CON and Route Permit for which the Parties will be jointly responsible for seeking and obtaining approval from the MPUC (the cost of which is set forth in the Development Period Budget). The Development Manager will also monitor the Governmental Approvals sought by NSP, MN as the owner of the Substation. The Parties will use commercially reasonable efforts to assist the Development Manager,

to the extent reasonably necessary, in seeking such required Governmental Approvals, but such responsibility will be supportive in nature to the responsibilities of the Development Manager.

5.3.2 Parties' Responsibilities Regarding Governmental Approvals. Each Party will: (i) respond as promptly as practicable to any inquiries or requests issued to it by any Governmental Authority in respect of the Project; and (ii) reasonably cooperate with the Development Manager and the other Parties in the Governmental Approval process; **provided** that a Party will not be obligated pursuant to this **Section 5.3.2** to disclose Confidential Information except to the extent required (A) by Applicable Law, (B) by any Governmental Authority, or (C) pursuant to the express terms of this Agreement. No Party will, nor will it permit any of its Affiliates to, oppose, obstruct, or otherwise interfere with the efforts of any other Party to obtain any Governmental Approval required in connection with the Project.

5.3.3 Parties' Right to Participate in Proceedings. Each Party agrees, on behalf of itself and its Affiliates, that it will not: (i) oppose the right of any other Party or any of its Affiliates to participate in any regulatory Proceedings concerning the Project; (ii) file any application, pleading, or other document in any process or Proceeding relating to the Project without first providing the other Parties a reasonable opportunity to review and comment upon any such application, pleading, or other document; or (iii) engage in any substantive communications with any Governmental Authority or its personnel concerning the Project without providing the other Parties with reasonable advance notice of the proposed communication and a reasonable opportunity to participate therein, except to the extent providing such advance notice is prohibited by Applicable Law.

5.3.4 Appeals. Each Party has the right to determine whether it will appeal any decision of a Governmental Approval either individually or jointly with any other Party. The Management Committee will promptly review any such decision of the Governmental Authority and promptly determine and recommend to the Parties whether a joint appeal should be taken.

5.3.5 Personnel. Each Party will make available the personnel and resources necessary to complete such Party's responsibilities under this Agreement.

Section 5.4 Real Property Acquisition. This Agreement is a development agreement for the Project and contemplates the possible acquisition of Real Property Contracts (easements, leases, licenses, instruments, etc.), in addition to those existing under the La Crosse MN Project, as may be reasonably necessary for the completion of Development Work or as necessary for commencement of NRMRC Project construction as Advanced Construction Work.

ARTICLE 6
CONTRACT AUTHORITY

Section 6.1 Contract Authority. Agreements for Third Party Costs associated with the NRMRC Project will be entered into by the Development Manager, subject to the provisions of this Agreement. By way of clarification, NSP, MN will enter into its own Contracts for Substation

Expansion. The Development Manager, will have primary responsibility for the review, approval, documentation requirements, and payments for billing and disbursement of Third Party Costs under this Agreement. The Development Manager is authorized and directed by the Parties to carry out, as agent for and on behalf of the Parties, Development Work and Advanced Construction Work, when authorized to do so in accordance with the terms of this Agreement. This agency relationship is created solely for the purpose of Development Work and Advanced Construction Work, and the fact that NSP, MN is also a Party does not in any way change, modify or release the Development Manager from its rights, interests and obligations in its capacity as a Party to this Agreement. The Parties will reasonably cooperate and coordinate with (i) each other regarding all Contracts to be entered into in connection with the NRMRC Project, and (ii) NSP, MN as the owner of the Substation with respect to planning and interconnections with the Substation from the NRMRC Transmission Lines. The Development Manager will provide regular reports and accounting of such work to the Management Committee, and, subject to any limitations contained in **Section 7.5** (Books and Records), will provide such documentation with respect to Third Party Costs as any member of the Management Committee may reasonably request. For clarity, the Parties will share certain costs in accordance with (i) the liability provisions of **Section 2.6** (Several Liability and Socialized Cost), and (ii) the reimbursement provisions of **Section 7.4** (Reimbursement of Development Period Costs).

ARTICLE 7
DEVELOPMENT PERIOD BUDGET AND DEVELOPMENT PERIOD COSTS

Section 7.1 Development Period Budget and Maximum Development Period Budget Amount. The budget for the Development Period Costs (as defined in **Section 7.2** (Development and Advanced Construction Costs)) is Six Million Five Hundred Sixty-two Thousand Nine Hundred Twelve Dollars ($6,562,912) (the "**Development Period Budget**"). The Development Manager will not incur, or allow to be incurred, Development Period Costs (inclusive of Internal Reimbursable Costs and Third Party Costs) that exceed in the aggregate an amount equal to Seven Million Eight Hundred Seventy-five Thousand Four Hundred Ninety-five Dollars ($7,875,495) (the "**Maximum Development Period Budget Amount**") **provided**, **however**, that the Development Manager will not be responsible and will not have liability if the Development Period Costs exceed the Maximum Development Period Budget Amount except to the extent caused by the Development Manager's breach of its obligations under this Agreement. The Development Period Budget is the Approved Budget for the NRMRC Project under this Agreement and reflects all agreed-upon Development Period Costs (as defined in **Section 7.2**) (Development Costs and Advanced Construction Costs) incurred to date and all anticipated Development Period Costs. The Development Manager may periodically propose Development Period Budget revisions to the Management Committee. Any such proposal by the Development Manager will be made upon not less than thirty (30) days advance notice and will include all relevant information reasonably required for the Management Committee to review and act upon the proposal. Any increase in the aggregate Development Period Budget, taking into account all other approved increases in the Development Period Budget in accordance with this Agreement, will be subject to approval by the Management Committee; **provided** that the failure to approve an increase will not otherwise affect the status of the Development Period Budget then in effect. The Development Period Budget includes only the cost to develop the NRMRC Project and not the development cost of the Substation Expansion or the development of facilities or other assets to be solely owned by a single Party.

Section 7.2 **Development Costs and Advanced Construction Costs**. Development Costs and Advanced Construction Costs defined below, in the aggregate, may be referred to herein as the "**Development Period Costs**."

7.2.1 Development Costs.

(i) "**Development Costs**" means the aggregate sum of Internal Reimbursable Costs and Third Party Costs reasonably incurred by the Parties in accordance with Good Utility Practice in order to develop the NRMRC Project in accordance with this Agreement, including all Development Work related to the NRMRC Project exclusively, and any other costs incurred for siting, preliminary design and in connection with the application for MPUC approval of the CON and the Route Permit, and other Governmental Approvals from Governmental Authorities. Development Costs include (A) costs and expenses that have been paid, are payable, or have been incurred (as a future obligation) in connection with development of the NRMRC Project without regard to the Effective Date, and (B) insurance purchased and paid by a Party for NRMRC Project matters.

(ii) Development Costs will not include costs and expenses incurred by a Party for (A) internal studies to determine the usefulness, legality, and feasibility of proceeding with the Project, unless such efforts were necessary and appropriate to the preparation of any submission(s) to a Governmental Authority for purposes of obtaining the Governmental Approvals, (B) dispute resolution with respect to any disputes among the Parties in connection with the Project, (C) legal costs and expenses for drafting and negotiation of this Agreement or any Project Agreement, and (D) Advanced Construction Costs and other construction costs associated with the Project.

7.2.2 Advanced Construction Costs.

(i) "**Advanced Construction Costs**" means Internal Reimbursable Costs and Third Party Costs reasonably and respectively incurred by each of the Parties in accordance with Good Utility Practice prior to the Effective Date in the performance of the Advanced Construction Work and arising under, within the scope of, and set forth specifically on the Development Period Budget. Advanced Construction Costs include (A) costs and expenses incurred that have been paid, remain payable, or have been incurred (as a future obligation) without regard to the Effective Date of this Agreement in connection with construction of the NRMRC Project, and (B) insurance purchased and paid by a Party for NRMRC Project matters.

(ii) Advanced Construction Costs may also include the costs associated with converting the existing 161 kV infrastructure to 345 kV as part of Segment 3. For the avoidance of doubt, such conversion will require the Development Manager to purchase the existing 161 kV assets to be converted (including, without limitation and by way of example only, wires,

insulators and davit arms) from the respective owners of such 161 kV assets as a Development Period Cost. In the event such asset purchase is not included as an Advanced Construction Cost, it will be captured as a construction requirement in the Construction Management Agreement.

(iii) Advanced Construction Costs will not include costs and expenses incurred by a Party for (A) internal studies to determine the usefulness, legality, and/or feasibility of proceeding with the Project, unless such efforts were necessary and appropriate to the preparation of any submission(s) to a Governmental Authority for purposes of obtaining the Governmental Approvals, (B) dispute resolution with respect to any disputes among the Parties in connection with the Project, (C) legal costs and expenses for drafting and negotiation of this Agreement or any Project Agreement, and (D) Development Costs associated with the Project.

7.2.3 Allocation of Certain Development Costs. The Development Costs of the CON and Route Permit will be allocated (i) between NSP, MN (as the owner of Segment 1 and Segment 2) and the Parties (as the owners of the NRMRC Project), and (ii) among the Parties in accordance with **Schedule 7.2.3** (Cost Allocation Percentages for CON and Route Permit).

7.2.4 Internal Reimbursable Costs. "**Internal Reimbursable Costs**" means, collectively, (i) Management Personnel Costs, (ii) other direct labor expenses determined on an hourly basis (fully-loaded, including salary, wages, and benefits), (iii) reasonable allocations of general administrative overhead and support costs for (A) the Development Manager as set forth in **Schedule 7.2.4(A)** (Development Manager Reimbursement for Cost of Services), and (B) each Party, other than NSP, MN, as set forth in **Schedule 7.2.4(B)** (Non-NSP, MN Parties' Reimbursement for Cost of Services), (iv) out-of-pocket costs and expenses, including third party costs, and travel expenses that are reasonably incurred by the applicable Party as Development Period Costs on the NRMRC Project (v) internal legal costs and expenses associated with regulatory Proceedings for the Project, and (vi) internal engineering costs and expenses associated with development of the Project. Internal Reimbursable Costs and other billed costs presented in monthly invoices described in **Section 7.4.2(iv)** (Reimbursement) will not include a Party's allowance for funds used during construction (AFUDC).

7.2.5 Third Party Costs. "**Third Party Costs**" means all reasonably incurred and documented fees, costs, liabilities, claims, expenses and amounts for equipment, materials or services provided in connection with the Development Period Costs on the NRMRC Project, including costs and expenses of Consultants, the costs and expenses associated with due diligence investigations, environmental and feasibility studies, and the development and preparation of permit applications, application fees, filing fees, and any fees, charges or costs imposed by a Governmental Authority in connection with efforts of the Parties to obtain Governmental Approvals for the NRMRC Project.

Section 7.3 Provision for Addition of Non-NSP, MN Parties Reimbursement for Cost of Services.

7.3.1 Request for Development Work and/or Advanced Construction Work. On the Effective Date, the Parties have not (i) identified services that might be rendered as Internal Reimbursable Costs by one or more of the non-NSP, MN Parties, and (ii) included a budgetary allocation for such non-NSP, MN Parties' Internal Reimbursable Costs. During the term of this Agreement, any non-NSP, MN Party may be requested or may request to perform Development Work and/or Advanced Construction Work.

7.3.2 Request by Non-NSP, MN Party. Any request by a non-NSP, MN Party (made in the sole discretion of such non-NSP, MN Party) to perform either or both Development Work or Advanced Construction Work will be made in writing to the chair of the Management Committee, with a concurrent copy of the request to the Development Manager, specifying the Development Work and/or Advanced Construction Work to be performed and the budget cost thereof, including Internal Reimbursable Costs. The Management Committee will seek the recommendation of the Development Manager and will determine by a Level B Vote (as defined in the JCA) as to whether the proposal by the non-NSP, MN Party will be accepted. If accepted, the non-NSP, MN Party and the Parties will promptly enter into an agreement that is acceptable to the non-NSP, MN Party and the Parties. Under no circumstances will the Development Manager be responsible for any of the Development Work and/or Advanced Construction Work performed, or costs incurred, by any non-NSP, MN Party.

7.3.3 Request by Management Committee. Any request by the Management Committee to a non-NSP, MN Party to perform either or both Development Work and/or Advanced Construction Work will specify the desired Development Work and/or Advanced Construction Work to be performed. Such a request by the Management Committee will only be made after such proposed work is approved by a Level B Vote of the Management Committee. If such non-NSP, MN Party is willing and able (as determined in the sole discretion of the applicable non-NSP, MN Party) to perform the Development Work and/or Advanced Construction Work requested by the Management Committee, the non-NSP, MN Party will prepare and concurrently submit to the Management Committee and the Development Manager, a cost budget, including Internal Reimbursable Costs, for such Development Work and/or Advanced Construction Work. Upon acceptance of the non-NSP, MN Party's budget by the Management Committee pursuant to a Level B Vote, the non-NSP, MN Party and the Parties will promptly enter into an agreement that is acceptable to the non-NSP, MN Party and the Parties. Under no circumstances will the Development Manager be responsible for any of the Development Work and/or Advanced Construction Work performed, or costs incurred, by any non-NSP, MN Party.

7.3.4 Effect on Development Work and Advanced Construction Work Performed by Development Manager. Any Development Work and/or Advanced Construction Work that is performed by the non-NSP, MN Party must be supplemental to the work that is assigned to the Development Manager under this Agreement. The Management Committee does not have power or authority to re-allocate (i) Development Work and/or

Advanced Construction Work from the Development Manager to a non-NSP, MN Party, nor (ii) Development Period Costs from the Development Period Budget and the Maximum Development Period Budget Amount, in each case of (i) and (ii) immediately above, without the express written consent of the Development Manager in a signed writing.

7.3.5 Management Committee Authority. The Management Committee has only the authority set forth in this **Section 7.3** to authorize and budget the Development Work and/or Advanced Construction Work and the Development Period Costs from the Development Period Budget and the Maximum Development Period Budget Amount with respect to performance and payment of such services by a non-NSP, MN Party. If, **however**, the provisions of this **Section 7.3** have been followed, the Management Committee will have the authority to (i) update and revise **Schedule 7.2.4(B)** (Non-Parties' Reimbursement for Cost of Services), and (ii) revise the amounts set forth as the Development Period Budget and the Maximum Development Period Budget Amount to account for the reimbursement of cost of services for non-NSP, MN Parties, without further approval of the Parties or amendment of this Agreement by the Parties. The revisions authorized in this **Section 7.3.5** shall constitute authorized amendment(s) of this Agreement.

Section 7.4 Reimbursement of Development Period Costs.

7.4.1 Development Period Costs Responsibility. Subject to the provisions of this **Article 7**, each Party will be responsible for its AOP percentage of all Development Period Costs incurred that do not exceed the Maximum Development Period Budget Amount.

7.4.2 Reimbursement.

(i) The Development Manager, and any non-NSP, MN Party authorized to complete Development Work or Advanced Construction Work pursuant to **Section 7.3** (Provision for Addition of Non-NSP, MN Parties for Reimbursement for Cost of Services), shall be entitled to reimbursement for Development Period Costs incurred pursuant to authorization under this Agreement or by agreement of the Parties as described and otherwise provided herein.

(ii) Prior to the Effective Date, NSP, MN has incurred authorized Development Period Costs related to Development Work. All such prior incurred Development Period Costs will be shared by the Parties and remitted to the Development Manager in accordance with their respective AOP percentages.

(iii) Within forty-five (45) days following the Effective Date, the Development Manager will provide an accounting of Development Period Costs and submit invoices to the Parties for such expenditures incurred as Development Period Costs prior to the Effective Date (the **"Initial Invoice"**). The Parties will have thirty (30) days to remit payment to the Development Manager, subject to any good faith items of dispute.

(iv) The Development Manager will not later than the twenty-fifth (25^{th}) day after the end of each month during the term of this Agreement present the Parties with an invoice for the previous month's Development Period Costs incurred by the Development Manager, along with supporting information as reasonably requested by a Party. Not later than thirty (30) days after the submission date of the invoice, a payment will be made by each Party to the Development Manager in the amount invoiced for the undisputed Development Period Costs billed on the invoice. Each Party has the right to dispute in good faith items of expenditure included on any invoice with respect to such Development Period Costs.

7.4.3 Effect of Disputed Development Period Costs. If a Development Period Cost incurred by the Development Manager is disputed by a Party, the Development Manager will be paid the undisputed amount and the disputed amount will not be remitted until the dispute is resolved; undisputed amounts will be paid when otherwise due. At all times under this Agreement the Parties' contribution and interest in this Agreement will be in accordance with their respective AOP, notwithstanding greater expenditures by one Party over any other Party; **provided**, **however**, that any expenditures made by one Party on behalf of another Party will be subject to a right of contribution.

7.4.4 Coordination Among the Parties. The Parties will coordinate their Development Work, Advanced Construction Work (if any), and associated activities to ensure, to the extent reasonably practicable, that Third Party Costs and Internal Reimbursable Costs that are incurred are neither duplicated nor increased by reason of the Development Work or Advanced Construction Work being performed by any other Party pursuant to this Agreement.

7.4.5 Interest on Unpaid Reimbursements and Development Period Costs. Any amounts not timely paid by a Party when due hereunder (excluding disputed payments under **Section 7.4.3** (Effect of Disputed Development Period Costs)) will accrue interest at the Interest Rate until the date paid. Any amounts invoiced by a Party that are paid by one or more of the other Parties, but later determined not to have been owed will be repaid within forty-five (45) days of issuance of an invoice therefor, with interest at the Interest Rate accrued from the date paid until the date repaid.

Section 7.5 Books and Records.

7.5.1 Maintenance of Records. Each Party will maintain accurate documentation, records, books of account, invoices, Contracts, mileage records and other evidence reasonably pertinent to the determination of the Development Period Costs incurred and paid by it.

7.5.2 Records. The Development Manager will be responsible for maintaining complete and accurate books, records and accounts with respect to all Development Period Costs incurred in connection with the NRMRC Project and the Parties' respective payments and contributions related thereto, including payments and reimbursements made pursuant to this Agreement.

7.5.3 Financial Statement. The Development Manager will cause to be prepared a special procedures financial statement for the Development Period Costs with respect to the NRMRC Project within one hundred-twenty (120) days after the termination of this Agreement, except as otherwise determined by the Management Committee. If the Parties deem it necessary, such financial statements may be prepared by an independent certified public accountant selected by the Management Committee. The costs associated with the preparation of such financial statements will be shared by the Parties in accordance with their AOP percentages.

7.5.4 Standard of Accounting. All books, records and accounts required to be maintained pursuant to this Agreement will be maintained: (i) in accordance with GAAP or, to the extent applicable, the Uniform System of Accounts prescribed by FERC for Class A public utilities and licensees; and (ii) in a form satisfactory for the auditing requirements of an independent certified public accountant selected by the Management Committee. All accounting records pertaining to the NRMRC Project will be maintained on the basis of a fiscal year that is the calendar year.

7.5.5 Inspection of Books and Records. Each Party will have the right once each calendar year, at its sole cost, upon reasonable notice to the Development Manager, during the Development Manager's regular business hours, and at the Development Manager's corporate offices, to have any qualified independent third party inspect, audit, and make copies of any non-confidential books, records, systems, policies and procedures, and other documentation and information related to the NRMRC Project that is in the Development Manager's possession or under its control, including preliminary design drawings, feasibility studies, cost analysis, and other documentation pertaining to the NRMRC Project, or related to the Development Period Costs incurred by the Development Manager in connection with the NRMRC Project; **provided**, **however**, that (i) any copies made of such documentation and information will be subject to confidential treatment by the qualified independent third party in favor of the Development Manager, and (ii) this **Section 7.5.5** will not obligate the Development Manager to create any information that does not already exist.

7.5.6 Use of Authorized Agents and Representatives. The Parties will exercise any rights described in this **Section 7.5** through a qualified independent agent or Consultant designated in writing, including any accountant, engineer or attorney. Confidential Information obtained pursuant to this **Section 7.5** will be subject to the provisions of **Article 8** (Termination).

Section 7.6 Exemptions; Filings; Audits and Investigations. To the extent requested by a Party, the other Parties will use commercially reasonable efforts to assist and cooperate with such requesting Party with respect to: (i) a claim for exemption from a Party-Specific Tax that relates to the ownership, operation, use or maintenance of any Joint Property or the provision of services with respect to any such Joint Property; (ii) the filing or the payment of any Party-Specific Taxes that relate to the ownership, operation, use or maintenance of any Joint Property or the provision of services with respect to any such Joint Property; and (iii) any audit, claim, investigation, inquiry, assessment or reassessment of any Party-Specific Taxes described in clause (ii) above.

ARTICLE 8
TERMINATION

Section 8.1 Termination.

8.1.1 General Termination Provisions. This Agreement may be terminated by a Party upon:

(i) the Parties' written agreement to terminate,

(ii) written notice of termination given by a non-Defaulting Party (the "**Terminating Party**") to a Defaulting Party, after such Defaulting Party's failure to effect a cure in accordance with the provisions of this Agreement, and any further conditions for termination upon a breach or other default hereunder have been satisfied, or

(iii) thirty (30) days' written notice of termination given by a Terminating Party to the other Parties if the Parties have been unable to resolve a dispute despite completion of the procedures set forth in **Section 9.1** (Negotiation and Mediation of Claims), but only with respect to the Terminating Party.

The date of termination pursuant to the foregoing sentence will be the "**Termination Date**."

For purposes of **Section 8.1.1(ii)** and **8.1.1(iii)** above, if a Party has received notice that it is a Defaulting Party and has not cured the breach or failure giving rise to such notice within the timeframe set forth in the definition of "Defaulting Party", such Party shall not be deemed a non-Defaulting Party having the right to terminate this Agreement as a "Terminating Party".

8.1.2 Termination by Parties' Agreement. If this Agreement is terminated pursuant to clause (i) of **Section 8.1.1** (General Termination Provisions), a final settlement and reconciling payments will be made, as determined by the Development Manager in accordance with the terms of this Agreement, provided that if NSP, MN is the Defaulting Party, the Management Committee, excluding the Management Committee member appointed by NSP, MN shall make such determination, and any Joint Property will be allocated among the Parties in accordance with their respective AOP as set forth in **Exhibit B** (Development Period Asset Ownership Percentages), or as otherwise agreed in writing by the Parties.

8.1.3 Other Terminations. If this Agreement is terminated pursuant to clauses (ii) or (iii) of **Section 8.1.1** (General Termination Provisions), then, on or before the 30th day following the Termination Date, any Party that is not either the Terminated Party or the Terminating Party (each a "**Remaining Party**" and collectively, the "**Remaining Parties**") will have the right, exercisable in its discretion, to notify in writing the Terminated Party or the Terminating Party, as the case may be, that it elects to acquire, on the terms and conditions set forth in this **Section 8.1.3**, the Terminated Party's or the Terminating

Party's, as the case may be, right, title, and interest in and to the development, construction, and ownership of the NRMRC Project and any Joint Property identified in writing by a Remaining Party, free and clear of Encumbrances. If a Remaining Party exercises such right:

(i) subject to obtaining any required regulatory or other approvals by a Governmental Authority or a third Person, the Terminated Party or the Terminating Party, as the case may be, will deliver to each Remaining Party such executed bills of sales, deeds, assignments, releases and other documents and instruments as are appropriate and reasonably requested by a Remaining Party (the form of which documentation will be reasonably acceptable to a majority of the Remaining Parties) to Transfer to the Remaining Parties all rights and interests in development, construction and ownership in the NRMRC Project assets and all other NRMRC Project assets properly identified in writing by the Remaining Parties, free and clear of all Encumbrances. The Terminated Party or the Terminating Party, as the case may be, will cooperate with the Remaining Parties in respect of any reasonable further actions required by the Remaining Parties to effectuate fully the Transfers and conveyances contemplated hereby. Nothing in the foregoing will require or permit the Remaining Parties to have any interest in or right to acquire the Terminated Party's or the Terminating Party's, as the case may be, non-NRMRC Project assets, including electric facilities, substations (including the Substation), and other interests and rights, used as a part of the Terminated Party's or Terminating Party's, as the case may be, operations as a transmission utility;

(ii) in consideration of the interests so transferred, within thirty (30) days after the Termination Date the Remaining Parties will pay to the Terminated Party or the Terminating Party, as the case may be, in accordance with their recalculated AOP percentages, in immediately available funds, a purchase price equal to all the Development Period Costs paid by the Terminated Party or the Terminating Party, as the case may be, with respect to the NRMRC Project, with interest on such aggregate amount at the Interest Rate from the date of payment by the Terminated Party or the Terminating Party, as the case may be, to the date on which the payment for such Development Period Costs is made by the Remaining Parties. The Parties will agree to a schedule of the Development Period Costs and associated interest at the Interest Rate to be paid. Any disputed amount will not be remitted with this payment, but all undisputed amounts will be promptly remitted in accordance with this **Section 8.1.3**. Any disputed amounts will be subject to the dispute resolution provisions set forth in **Article 9** (Dispute Resolution). The Remaining Parties will have the inspection rights provided for in **Section 7.5.5** (Inspection of Books and Records) with respect to any Development Period Costs.

8.1.4 Survival of Representations and Warranties, Covenants and Agreements. Each of the (i) representations and warranties of the Parties contained in this Agreement

and in any ancillary documents delivered by or on behalf of a Party pursuant to this Agreement and the transactions contemplated hereby will survive in accordance with the statutes of limitations applicable to claims arising from the breach of any such representations and warranties, and (ii) covenants and agreements arising from, incident to or in connection with this Agreement will indefinitely survive the termination or expiration of this Agreement; **provided**, **however**, (A) covenants and agreements will survive only to the date when they are fully satisfied and require no performance or forbearance, and (B) the rights of a Party expire on a specific date by the terms hereof or the terms of such covenants and agreements. By way of clarification, the obligations set forth in **Sections 7.4** (Reimbursement of Development Period Costs) and **7.5** (Books and Records), and **Articles 2** (Relationship of the Parties and Ownership Matters), **8** (Termination), **10** (Indemnification; Limited Liability), **13** (Confidentiality; Publicity), **14** (Representations and Warranties), and **15** (Miscellaneous) will, notwithstanding any other provision of this Agreement, survive expiration and termination of this Agreement.

8.1.5 Termination Covenant of the Parties. Following the termination of this Agreement without completion of the Project, the Parties will negotiate in good faith agreements for the interconnection of the NRMRC Project, and any other reasonable and necessary rights with respect to the operation of the NRMRC Project in accordance with Good Utility Practices, with, as applicable, a Terminated Party's or Terminating Party's Substation located on the NRMRC Transmission Lines.

8.1.6 Wind-Up; Cooperation. Upon termination of this Agreement, each Party will promptly and cooperatively assist the other Parties and the Development Manager with the process of winding up the Project, including notification of appropriate Governmental Authorities, Consultants, and Contractors, termination of outstanding Development Work and Advanced Construction Work Contracts and other engagements, and payment of all remaining outstanding obligations and liabilities associated with the NRMRC Project or otherwise arising under this Agreement or the activities arising hereunder. The Parties will use commercially reasonable efforts to cooperate and complete the wind-up process as expeditiously as possible.

8.1.7 Costs and Expenses of Wind-Up. Costs and expenses incurred in connection with the wind-up upon termination pursuant to **Section 8.1.6** (Wind-Up; Cooperation) (including settlement of Development Work and Advanced Construction Work liabilities and obligations for existing Contracts) will be deemed Development Period Costs and are subject to the ordinary reimbursement and payment requirements set forth in this Agreement, notwithstanding that the Development Period Budget does not budget for wind-up costs and expenses. To the extent such budgets are not sufficient to absorb the costs and expenses of wind-up, the Parties hereby (i) authorize such costs and expenditures, and (ii) specifically direct that such authorized costs and expenditures will be paid by the Parties in accordance with their AOP percentages.

ARTICLE 9
DISPUTE RESOLUTION

Section 9.1 **Negotiation and Mediation of Claims**. In the event of any controversy, claim or dispute between or among the Parties arising out of or relating to this Agreement, including its enforcement, such controversy, claim or dispute, including disputes regarded as such by only one of the Parties, the Parties will negotiate in good faith to resolve such dispute, including third party mediation, if the Parties so agree. Upon a Party's written notification to the other Parties of a dispute, which notification must include a written explanation of the dispute and the material particulars of the notifying Party's position as to the dispute, authorized representatives of each of the Parties will meet promptly to attempt to settle the dispute. If such representatives are unable to settle the dispute within seven (7) Business Days of such meeting, each Party will nominate one (1) executive representative with the authority to bind such Party. The nominated representatives will meet not later than ten (10) Business Days or as otherwise mutually agreed thereafter to attempt in good faith to resolve the dispute and to produce written terms of settlement for the dispute (a "**Settlement Agreement**"). A Settlement Agreement executed by each executive representative will serve as conclusive evidence of the resolution of such dispute.

Section 9.2 **Failure of Negotiation and Mediation**. If the executive representatives do not produce and execute the Settlement Agreement within thirty (30) days after the date of the first meeting or within a longer period agreed to by each executive representative, then any Party, upon written notice to the other Parties, may pursue all its rights and remedies provided at law or equity or otherwise in this Agreement. The time limitations herein will not preclude the filing of an action to avoid the running of any applicable statute of limitation or repose, and then staying the action until the steps at settlement above have been exhausted, at which time the stay will be removed.

Section 9.3 **Other Dispute Resolution Matters**.

9.3.1 Authorization to Seek Equitable Relief. Notwithstanding any other provision of this Agreement, each Party will be entitled to access the courts to obtain appropriate injunctive relief to preserve their respective rights during the pendency of the resolution process of **Sections 9.1** (Negotiation and Mediation of Claims) and **9.2** (Failure of Negotiation and Mediation), to preserve the status quo, or to prevent irreparable harm.

9.3.2 Stay of Termination. During the pendency of any dispute resolution procedure pursuant to this **Article 9**, the effectiveness of any notice of termination given pursuant to **Article 8** (Termination) with respect to the dispute that is subject to the dispute resolution procedure will be suspended.

9.3.3 Exclusion from Evidence. All negotiations and written statements conducted or made pursuant to this **Article 9** are confidential and will be treated as compromise and settlement negotiations for purposes of Federal Rules of Evidence, and any state counterparts.

9.3.4 Attorneys' Fees. In any Party-to-Party (or Party-to-Development Manager) action commenced hereunder, the Party (or Development Manager, as applicable) that prevails in such action shall be entitled to recovery of the reasonable costs thereof,

including reasonable attorneys' fees. For clarity, the foregoing will apply to any action to enforce a Party's right to indemnification under **Article 10** (Indemnification; Limited Liability).

ARTICLE 10
INDEMNIFICATION; LIMITED LIABILITY

Section 10.1 Indemnification.

10.1.1 Indemnification of Parties by Parties. To the maximum extent permitted by Applicable Law, each individual Party will indemnify, defend, and hold harmless each other Party and its Affiliates and their respective members, directors, officers, shareholders, partners, employees, and agents, successors and permitted assigns from and against any and all Third Party Claims for Damages arising from, in connection with, or incident to any one or more of the following:

(i) The individual Party's breach of this Agreement,

(ii) The individual Party's acts or omissions related to the Project to the extent that they constitute such Party's gross negligence or intentional misconduct (including fraud) rather than ordinary negligence, and

(iii) The individual Party's acts or omissions (whether or not involving ordinary negligence, gross negligence or intentional misconduct) that are (x) unrelated to the Project, or (y) related solely to that individual Party's substation assets, underlying system improvements, underbuild lines, or other non-NRMRC Project assets.

10.1.2 Indemnification of the Parties by the Development Manager. To the maximum extent permitted by Applicable Law, the Development Manager will indemnify, defend, and hold harmless each Party and its Affiliates and their respective members, directors, officers, shareholders, partners, employees, and agents, successors and permitted assigns from and against any and all Third Party Claim for Damages arising from, in connection with, or incident to any one or more of the following:

(i) The Development Manager's breach of this Agreement, and

(ii) The Development Manager's acts or omissions related to the NRMRC Project to the extent that they constitute the Development Manager's gross negligence or intentional misconduct (including fraud) rather than ordinary negligence.

10.1.3 Indemnification of the Development Manager by the Parties. To the maximum extent permitted by Applicable Law, each individual Party will indemnify, defend, and hold harmless the Development Manager and its Affiliates and their respective members, directors, officers, shareholders, partners, employees, and agents, successors and permitted assigns from and against any and all Third Party Claim for Damages arising

from, in connection with, or incident to any one or more of the following:

(i) The individual Party's breach of this Agreement,

(ii) The individual Party's acts or omissions related to the Project to the extent that they constitute such Party's gross negligence or intentional misconduct rather than ordinary negligence, and

(iii) The individual Party's acts or omissions (whether or not involving ordinary negligence, gross negligence or intentional misconduct) that are (x) unrelated to the Project, or (y) related solely to that individual Party's substation assets, underlying system improvements, underbuild lines, or other non-NRMRC Project assets.

Section 10.2 Shared Liability.

10.2.1 Shared Liability. The Parties agree to share in accordance with their AOP percentages as an additional Development Period Costs any Damages not paid by insurance and legally required to be paid by such Party to third party as result of a Third Party Claim brought against a Party for such Party's actions or omissions to the extent (i) related to the Project, (ii) which constitute the ordinary negligence of such Party and not such Party's gross negligence or intentional misconduct, and (iii) do not constitute a breach of this Agreement by such Party (a "**Shared Liability**"). For clarity, any Damages indemnifiable by a Party under **Section 10.1** (Indemnification) are not a Shared Liability.

10.2.2 Shared Liability Claim. Each Party will promptly notify the Management Committee of any Third Party Claim that may reasonably be determined to constitute a Shared Liability (a "**Shared Liability Claim**"), specifying in reasonable detail the basis therefor to the extent then known, after such Party receives notice of such Shared Liability Claim. Each Party will use commercially reasonable efforts to pursue any insurance that may be available to cover such Shared Liability Claim. The Management Committee will assume the defense of all Shared Liability Claims on behalf of the Parties with counsel of its choice. All costs and expenses associated with the defense of a Shared Liability Claim will be Development Period Costs. The Management Committee may settle a Shared Liability Claim by unanimous vote. No Party will pursue, defend, settle or compromise a Shared Liability Claim on its own without the consent of the Management Committee. Each Party will (i) at its own cost or expense cooperate with the Management Committee and provide the Management Committee with such information and assistance as the Management Committee reasonably requests in connection with a Shared Liability Claim and (ii) at its own expense, have the right to participate and be represented by counsel of its own choice (by attendance and observation only) in connection therewith.

Section 10.3 Liability Exclusions.

10.3.1 Liability Exclusion. NEITHER THE DEVELOPMENT MANAGER NOR ANY PARTY, OR ANY OF ITS OR THEIR RESPECTIVE AFFILIATES, MEMBERS, DIRECTORS, MANAGERS, OFFICERS, EMPLOYEES OR AGENTS WILL BE LIABLE TO THE DEVELOPMENT MANAGER OR ANY PARTY, ITS AND THEIR

AFFILIATES OR ANY OF THEIR RESPECTIVE MEMBERS, DIRECTORS, OFFICERS, EMPLOYEES OR AGENTS FOR ANY PUNITIVE, EXEMPLARY, CONSEQUENTIAL OR SPECIAL DAMAGES IN CONNECTION WITH THE PROJECT, REGARDLESS OF THE NEGLIGENCE, GROSS NEGLIGENCE, INTENTIONAL MISCONDUCT (INCLUDING FRAUD), STRICT LIABILITY OR OTHER FAULT OR RESPONSIBILITY OF ANY SUCH PERSON; **PROVIDED** THAT THIS **SECTION 10.3.1** WILL NOT PREVENT RECOVERY AGAINST AN INDEMNIFYING PARTY FOR AN OTHERWISE INDEMNIFIABLE CLAIM FOR ANY PUNITIVE, EXEMPLARY, CONSEQUENTIAL, OR SPECIAL DAMAGES PAID OR PAYABLE BY AN INDEMNIFIED PARTY TO A THIRD PARTY.

10.3.2 Parties' Affiliates and Representatives Exclusion. The obligations of a Party to this Agreement, including the indemnity and Shared Liability obligations of a Party under this **Article 10**, are obligations of that Party only, and no recourse or liability will be available against any director, officer, shareholder, member, partner, employee, or agent of that Party or of its Affiliates in connection therewith, consistent with the provisions of **Section 15.13** (No Liability for Directors, Officers, Shareholders, Members, etc., and Other Representatives).

Section 10.4 Insurer Obligations. The provisions of this **Article 10** will not be construed so as to relieve any insurer of its obligation to pay any insurance claims in accordance with insurance policies obtained for the Development Work and Advanced Construction Work.

ARTICLE 11
TRANSFERS

Section 11.1 Transfer Rules and Restrictions; Certain Transfers Specifically Approved.

11.1.1 **Transfer Rules and Restrictions**. Subject to the provisions of **Section 8.1.3** (Other Terminations), except for Permitted Transfers as defined in and governed by **Article 10** (Transfers) of the **PPA** (the "**PPA Transfer Provisions**"), which **Article 10** provisions are incorporated by reference herein, and any waivers provided by the Minnesota Owners and the Wisconsin Owners set forth in this Agreement, no Party may directly or indirectly (including by operation of law) sell, assign, transfer, pledge, lease, mortgage, or otherwise encumber (individually and collectively, a "**Transfer**") (i) all or any part of its right, title, or other interest in this Agreement, or (ii) all or any part of its AOP, its other Percentages (as defined in the PPA) or any other interest in the La Crosse MN Project. For purposes of this Agreement and the application of the PPA Transfer Provisions, a Party's interests in this Agreement shall be an "interest" in the La Crosse MN Project. Notwithstanding the foregoing, the PPA will be amended and restated to state that no Transfer is authorized, and no Transfer can take effect, that would be in violation of Applicable Law or rights of the Parties, including specifically any Transfer that would or could give rise to violation of any requirement of or the Project status as a ROFR project in the state of Minnesota.

11.1.2 **Certain Transfers Specifically Approved**. Each of NSP, MN, SMMPA,

and WPPI will be allocating investment dollars to RPU for investment in the NRMRC Project as set forth in **Exhibit B** (Development Period NRMRC Project Asset Ownership Percentages). In order to address these transfer allocations which are not allowed under the Original Project Agreements unless transferred pursuant to certain procedures and agreed upon writings, the Parties will obtain written approvals and waivers in order to comply with, among other things, the provisions of (i) the PPA Transfer Provisions, (ii) the integrated percentage interest requirements of Article VIII (Integrated Percentage Interest Requirement, Payment Adjustment and Reconciliation) and (iii) the right of first negotiation provisions of Article X (Right of First Negotiation in the Event of Certain Transfers).

ARTICLE 12
INSURANCE

Section 12.1 Insurance Coverage. Each Party will carry and maintain in force insurance coverage of such types, in such amounts and with such named insureds and loss payees as the Parties will agree upon in writing from time to time, provided that the minimum insurance required to be maintained by the Development Manager is set forth in **Schedule 5.2.3(A)** (Development Manager Development Work). Nothing in this **Section 12.1** will prevent any Party from obtaining such additional insurance as it may deem desirable.

Section 12.2 Insurance Recovery. If there is a recovery under any insurance policy, the premiums for which are paid by the Parties pursuant to this Agreement, such recovery will be allocated among the Parties in accordance with their respective AOP percentages.

ARTICLE 13
CONFIDENTIALITY; PUBLICITY

Section 13.1 Confidentiality.

13.1.1 Confidentiality - General. Each Party hereby agrees that it will not disclose or cause to be disclosed to third Persons any Confidential Information. The foregoing will not prohibit disclosure of this Agreement and its content. All Confidential Information and all Joint Intellectual Property will be used only with regard to the Project and not for any other purpose. The mere possession by a Party of Confidential Information or Joint Intellectual Property is not intended to preclude or inhibit such Party from engaging in a Transfer; **provided** that such Party has otherwise complied with the terms hereof.

13.1.2 Effect of Termination. If this Agreement terminates for any reason, then all Confidential Information furnished hereunder will remain confidential, unless such Confidential Information is a trade secret under state law, in which case such Confidential Information that constitutes a trade secret will indefinitely remain Confidential Information subject to this **Article 13**. The disposition of Confidential Information in the event of termination of this Agreement will be deemed to be Joint Intellectual Property. Any Joint Intellectual Property will remain confidential, except that it will not be confidential on the part of the Remaining Parties to the extent acquired by a Remaining Party.

13.1.3 Equitable Remedies. The Parties acknowledge and agree that the harm that would be caused by a breach of this **Section 13.1** would be difficult, if not impossible, to calculate, and accordingly each Party and its Affiliates will be entitled to seek, without the necessity of posting bond, injunctive or other equitable relief to compel compliance with the provisions of this **Section 13.1**. The provisions of this **Section 13.1** are intended to benefit, and to be enforceable by, each Party and its Affiliates, and will survive the termination of this Agreement.

Section 13.2 Publicity. No public announcement regarding the Project will be made without the prior approval of the Parties, except for any communication or filing by a Party or its Affiliates required by Applicable Law or stock exchange requirements and then, to the extent practicable, only after prior consultation among the Parties.

ARTICLE 14
REPRESENTATIONS AND WARRANTIES

Each Party represents and warrants to each of the other Parties that:

Section 14.1 Due Organization. Such Party is a duly organized and validly existing limited liability company, corporation, or municipal corporation and is in good standing under the laws of the jurisdiction of its organization or incorporation and is duly qualified to do business and in good standing as a foreign entity in all jurisdictions where such qualification is required.

Section 14.2 Power and Authority. Such Party has the full legal right, power and authority to enter into this Agreement and perform its obligations hereunder.

Section 14.3 Due Authorization. Such Party has taken all appropriate and necessary limited liability company, corporate action or other action as required in its governing documents to authorize its execution, delivery and performance of this Agreement.

Section 14.4 Consents. Each Party has obtained all Governmental Approvals in connection with such Party's execution, delivery and performance of this Agreement required to be obtained by it; **provided** that no Party makes any representation to the other Parties with respect to any Governmental Approvals necessary for development, construction, operation, and capacity exchanges of and with respect to the Project.

Section 14.5 Binding Obligation. This Agreement constitutes a legal, valid and binding obligation of such Party, enforceable against such Party in accordance with its terms, subject to limitations on or exceptions to the enforceability of this Agreement by (i) bankruptcy, insolvency, fraudulent conveyance, reorganization, moratorium, or other similar laws affecting creditors' rights, or (ii) general principles of equity relating to the availability of equitable remedies (regardless of whether this Agreement is sought to be enforced in a Proceeding at law or in equity).

Section 14.6 No Violation. The execution, delivery and performance by such Party of this Agreement, and the compliance with the terms and provisions hereof, (i) do not conflict with and will not result in a breach or violation of any of the terms or provisions of the organizational documents of such Party and (ii) do not conflict with and will not result in a breach or violation of any of the terms or provisions of any Applicable Law to which such Party is subject or by which

it or any of its property is bound, or any material agreement or instrument to which such Party is a party or by which it or any of its property is bound, or constitutes or will constitute a default thereunder or will result in the imposition of any Encumbrance upon any of its property.

Section 14.7 **No Litigation**. There is no litigation pending or, to such Party's knowledge, threatened to which such Party or any of its Affiliates is a party that, if adversely determined could reasonably be expected to affect such Party's ability to perform its obligations under this Agreement or otherwise have a material effect with respect to the development of the Project as contemplated hereunder.

Section 14.8 **Authorized Signatory**. The individual representative executing this Agreement on behalf of such Party is duly authorized to execute this Agreement on such Party's behalf and to bind such Party hereunder.

ARTICLE 15
MISCELLANEOUS

Section 15.1 **Applicable Law; Forum**. This Agreement will be governed by, interpreted, construed, and enforced in accordance with the internal laws of the state of Minnesota, without regard to conflicts of law provisions. The Parties agree and consent to the non-exclusive jurisdiction and venue of any state or federal court sitting in either Hennepin County, Minnesota or Ramsey County, Minnesota.

Section 15.2 **WAIVER OF RIGHT TO JURY TRIAL**. TO THE FULLEST EXTENT PERMITTED BY APPLICABLE LAW, AND AS SEPARATELY BARGAINED-FOR CONSIDERATION, EACH PARTY HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN ANY ACTION, SUIT, PROCEEDING, OR COUNTERCLAIM OF ANY KIND ARISING OUT OF OR RELATING TO THIS AGREEMENT.

Section 15.3 **Binding Agreement**. This Agreement will be binding upon and will inure to the benefit of the Parties and their respective successors and permitted assigns.

Section 15.4 **Notices**. All notices, requests, demands, invoices, waivers, consents and other communications under this Agreement will be in writing and will be effective (i) upon personal delivery thereof, including by overnight mail or courier service, with a record of receipt, (ii) in the case of notice by United States mail, certified or registered, postage prepaid, return receipt requested, upon the fourth (4th) day after mailing, or (iii) in the case of notice by facsimile, upon transmission; **provided** that such facsimile transmission is promptly confirmed by either of the methods set forth in the foregoing clause (i) or (ii), in each case, addressed to the Parties and the Development Manager, respectively, at its address set forth in **Exhibit C** (Notices) or at such other address as a Party or the Development Manager may from time to time designate by written notice to the other Parties and the Development Manager pursuant to this **Section 15.4**. A notice given in connection with this **Section 15.4** but received on a day other than a Business Day, or after business hours in the situs of receipt, will be deemed to be received on the next Business Day.

Any Party and the Development Manager may, at any time, by written notice to the other Parties and Development Manager, designate different or additional Persons at different addresses for giving of notices, demands, or requests to it hereunder.

Section 15.5 Entire Agreement. This Agreement and its exhibits and schedules contain the entire agreement between and among the Parties relative to the subject matter hereof, except to the extent that provisions of the Original Project Agreements apply or supersede the provisions hereof. Except as stated herein, this Agreement supersedes any prior understandings, oral or written agreements, representations and warranties, and any course of conduct and dealing between and among the Parties with respect to the subject matter of this Agreement.

Section 15.6 Severability. If any one or more of the provisions contained in this Agreement, or the application thereof to any Party or to circumstances that may arise hereunder, will for any reason be held to be invalid, illegal, or unenforceable in any respect, the remainder of this Agreement will not be affected thereby and will be enforced to the greatest extent permitted by Applicable Law. The Parties specifically consent to the "blue-penciling" of this Agreement by any Governmental Authority to construe as valid and enforceable the terms and conditions of this Agreement, consistent with the intent of the Parties hereto. Such Governmental Authority will have the authority to reform and interpret the terms and conditions of this Agreement to find a valid and enforceable construction of this Agreement that is consistent with the intent of the Parties and holds all invalid and unenforceable provisions, if any, as separate from all other remaining provisions.

Section 15.7 Other Instruments. The Parties covenant and agree that they will execute such other and further instruments and documents as are or may become necessary or convenient to effectuate and carry out the intentions of the Parties consistent with this Agreement.

Section 15.8 Amendments. Except as otherwise specifically provided in this Agreement, with specific reference to **Section 7.3** (Provision for Addition of Non-NSP, MN Parties Reimbursement for Cost of Services), no amendment, modification, or change of this Agreement, or any part thereof, will be valid and effective unless made in writing and signed by each of the Parties.

Section 15.9 Waivers. The terms, conditions, warranties, representations, and covenants contained in this Agreement, including the exhibits, schedules, documents, instruments, and agreements executed and delivered by the Parties pursuant hereto, may be waived, and will only be binding only upon execution and delivery of a writing signed by the Party to be charged with such waiver. Any such waiver will be effective for the specific purpose for which it was given, and no waiver of any breach or condition of this Agreement will be deemed to be a waiver of any subsequent breach or other condition whether of like or different nature. No failure or delay on the part of a Party to exercise any right under this Agreement will operate as a waiver thereof, nor will any single or partial exercise or any right under this Agreement preclude any other or future exercise thereof or the exercise of any other right.

Section 15.10 Execution in Counterparts and Delivery of Electronic Signatures. This Agreement, and any documents or instruments arising under this Agreement, including written consents of the Parties and the Management Committee, may be executed in any number of counterparts. All such counterparts will be deemed to be originals and will together constitute but one and the same instrument. This Agreement and any such other documents and instruments described above will become effective upon its execution by each of the Persons hereto. The executed counterparts may be delivered by electronic means, such as but not limited to email and

facsimile, and the receiving Party may rely on the receipt of such executed counterpart as if the original had been received. In addition, the words "execution," "signed," and "signature," and words of like import, in or referring to any document so signed will deemed to include electronic signatures and/or the keeping of records in electronic form, which will be of the same legal effect, validity and enforceability as a manually executed signature and/or the use of a paper-based recordkeeping system, to the extent and as provided for in any applicable law.

Section 15.11 Headings. The headings of the articles, sections and subsections of this Agreement are intended for the convenience of the Parties only and will in no way be held to explain, modify, construe, limit, amplify or aid in the interpretation of the provisions hereof. The terms "this Agreement," "hereof," "herein," "hereunder," "hereto" and similar expressions refer to this Agreement as a whole and not to any particular article, section, subsection or other portion hereof and include the appendices, schedules and exhibits hereto and any document, instrument or agreement executed and/or delivered by the Parties pursuant hereto.

Section 15.12 No Rights or Benefits to Third Parties. The Parties do not create rights in or grant remedies to any third-party Person as an intended or incidental beneficiary of this Agreement or create any duty to or standard of care on behalf of any third-party Person by any covenant, obligation, or undertaking established herein. There will be no incidental third-party Person beneficiaries to this Agreement and, by way of clarification and not of limitation, no Governmental Authority, customer, or member of a Party or customer of a Party's member is an intended or incidental third-party Person beneficiary hereof.

Section 15.13 No Liability for Directors, Officers, Shareholders, Members, etc., and Other Representatives. All covenants, agreements, stipulations, promises, and other obligations of the Parties contained herein will be deemed to be covenants, agreements, stipulations, promises, and other obligations of the Party so making, and not of any director, officer, shareholder, member, partner, employee, agent, or other representative of a Party in his or her individual capacity, and no recourse will be had hereunder against any such director, officer, shareholder, member, partner, employee, agent, or other representative of a Party in such capacity or as an individual.

Section 15.14 Equitable Relief. The Parties acknowledge that the rights and obligations set forth in this Agreement, and the covenants of the Parties herein, are unique and of a special nature, and that any violation of this Agreement may result in immediate and irreparable harm to one or the other of the Parties, as applicable, and in the event of any actual or threatened breach or violation of any of the provisions of this Agreement, other than a monetary breach, each Party will be entitled as a matter of right to seek injunctive relief or a decree of specific performance, or other equitable remedies, from any court of competent jurisdiction, notwithstanding any contrary provision of this Agreement. The alleged breaching Party waives the right to assert the defense that such breach or violation can be compensated adequately in Damages in an action at law.

Section 15.15 Remedies Cumulative. All rights and remedies set forth in this Agreement are cumulative and in addition to the Parties' rights and remedies at law or in equity. A Party's exercise of any such right or remedy will not prevent the concurrent or subsequent exercise of any other right or remedy.

Section 15.16 Further Assurances. Each Party will take all additional actions and will execute all other and further instruments and documents as are necessary or appropriate to give full effect to the provisions of this Agreement.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the Minnesota Owners have caused this Agreement to be duly executed and delivered by their duly authorized officers as of the date(s) set forth below to be effective as of the Effective Date.

MINNESOTA OWNERS:

NORTHERN STATES POWER COMPANY, a Minnesota corporation

BY _____
Bria Shea

ITS President, Xcel Energy – Minnesota, North Dakota and South Dakota

DATE _____

DAIRYLAND POWER COOPERATIVE

BY _____
Ben Porath

ITS COO

DATE _____

ROCHESTER PUBLIC UTILITIES

BY _____
[**Insert Name**]

ITS General Manager

DATE _____

CITY OF ROCHESTER

BY _____
[**Insert Name**]

ITS Mayor

DATE _____

REVIEWED AS TO FORM:

BY _____
[**Insert Name**]

ITS City Attorney

DATE _____

ATTEST:

BY _____
[**Insert Name**]

ITS City Clerk

DATE: _____

SOUTHERN MINNESOTA MUNICIPAL POWER AGENCY

BY _____
Jeremy Sutton

ITS Director of Operations & Chief Operating Officer

DATE: _____

THE MINNESOTA OWNERS EXECUTE THIS AGREEMENT IN THEIR RESPECTIVE CAPACITIES AS (i) A COORDINATED OWNER, AND (ii) A SUBSTATION OWNER, AS AND IF APPLICABLE.

NSP, MN, in its capacity as Development Manager, acknowledges its appointment by the Parties as Development Manager of the LRTP 4 MN Project and accepts such appointment in accordance with the terms and conditions of this Agreement, including the responsibilities and obligations of the Development Manager as set forth herein (including the indemnification provisions of and exhibits and schedules to this Agreement) and milestone performance dates reasonably established by mutual agreement of the Management Committee and the Development Manager. The Development Manager has caused this Agreement to be duly executed and delivered by its duly authorized officer as of the date set forth below to be effective as of the Effective Date.

DEVELOPMENT MANAGER:

NORTHERN STATES POWER COMPANY,
a Minnesota corporation
(solely in its capacity as Development Manager)

BY _____
Bria Shea

ITS: President, Xcel Energy – Minnesota, North Dakota and South Dakota

DATE: _____

IN WITNESS WHEREOF, the Wisconsin Owners have joined in and caused this Agreement to be duly executed and delivered by their duly authorized officers as of the date(s) set forth below to be effective as of the Effective Date for the sole purpose of (i) acknowledging the LRTP 4 MN Project to be completed by the Minnesota Owners, and (ii) its grant of approvals and certain waivers of its rights with respect to participation in and variances from the requirements of the Original Project Agreements, as more fully set forth in such approval and waiver instrument(s).

WISCONSIN OWNERS

NORTHERN STATES POWER COMPANY,
a Wisconsin corporation

BY _____
Karl Hoesly

ITS President

DATE _____

DAIRYLAND POWER COOPERATIVE

BY _____
Ben Porath

ITS COO

DATE _____

WPPI ENERGY

BY _____
Michael Peters

ITS President and Chief Executive Officer

DATE _____

THE WISCONSIN OWNERS EXECUTE THIS AGREEMENT IN THEIR CAPACITY AS A COORDINATED OWNER.

EXHIBIT A

PROJECT DESCRIPTION

General Description

The Project consists of (i) the addition of a new 345 kV transmission line to the La Crosse MN Project between the Substation and the Mississippi River, which will convert approximately twenty-seven (27) miles of existing 161/345 kV transmission line to 345/345 kV transmission line, (ii) installation of approximately sixteen (16) miles of new 345 kV transmission line on La Crosse MN Project 345/345 double circuit structures, (iii) removal and relocation of a portion of a 161 kV transmission line from the Substation to Chester junction, and (iv) the Substation Expansion. The Project also includes (A) development, permitting, engineering, construction, and operation of the NRMRC Transmission Lines, which by definition includes associated easements, transmission structures, conductors, static wire, insulators, and hardware and (B) development, permitting, engineering, and upgrades/construction of the Substation.

The points of demarcation between the NRMRC Project and each Substation shall be where the NRMRC Transmission Lines terminate at the Substation Takeoff Tower and where the NRMRC Project connects to Substation Jumpers at that same Substation Takeoff Tower.

The NRMRC Project is anticipated to commence construction in the fourth quarter of 2026. The completion date of the NRMRC Project will be determined by the Project Agreements, subject to (i) receipt of Critical Permits and all other material permits and authority required by Applicable Law, (ii) market conditions, and (iii) timely completion of the Substation Expansion.

The Project and the NRMRC Project will be more specifically described in the Project Agreements and schedules, exhibits, and appendices thereto, including design documents and maps.

The initial LRTP 4 MN Project Map is set forth on the next page of this **Exhibit A. Route Options**.

The MPUC is currently reviewing and evaluating public comments regarding the design and route of the NRMRC Project. Consequently, the Project as described above may be subject to change. The matters being evaluated by MPUC are under consideration and discussion by the Management Committee.

Possible Line Sharing Agreement

There is a possible double circuiting required from Segment 2 (owned by NSP, MN) with the existing La Crosse Project Transmission Line 0964 (Hampton substation to the Substation) for 3-7 miles depending on the route selected. This would entail the installation by NSP, MN in the second circuit position of the existing La Crosse Project Transmission Lines. This configuration is under study and not finalized. This use of the existing La Crosse Project Transmission Lines would require a separate Transmission Line Sharing Agreement between NSP, MN and the La Crosse, MN Owners.

EXHIBIT A (CONTINUED)

LRTP 4 MN PROJECT MAP

LRTP 4 Mankato to Mississippi River

Segment 1: 5662 345kV WLM-WEF 41 – 48 miles	Route Option	Construction Notes
• **Scope:** WLM Sub Expansion and new 345kV line • **Operating Authority:** Xcel • **Primary Maintenance:** Xcel • **RISK:** Will need a TR at Eastwood if S route is chosen. WLM may require wetland mitigation	1 North	**Phase I:** Foundations & Structure Set (Sept. 2026 – Oct. 2027) **Phase II:** Wilmarth Sub Expansion (June 2027 – Oct. 2028) **Phase III:** String second circuit 345kV line (5662) WLM – WEF, double circuit as needed (Nov. 2026 – Dec. 2028) **ISD:** Dec. 2028
	1 South	Same as above but would include installing new equipment at Eastwood Substation to accommodate bringing in line 0708 69kV t-line

Segment 2: 5662 345kV WEF – NRH 33 – 40 miles	Route Option	Construction Notes
• **Scope:** NRH buildout and new 345kV line • **Operating Authority:** Xcel • **Primary Maintenance:** Xcel • **RISK:** Can't in-service until WLM-WEF is complete as well	2 North	**Phase I:** Foundations & Structure Set (Dec. 2026 – Oct. 2027) **Phase II:** NRH Sub Expansion (Sept. 2027 – Oct. 2028) **Phase III:** String second circuit 345kV line (5662) WEF – NRH, double circuit as needed (Apr. 2027 – Dec. 2028) **ISD:** Dec. 2028
	2 South	Same as above. Would require more purchasing of easements due to greenfield route.

Segment 3: 5663 345kV NRH – River 43 miles	Route Option	Construction Notes
• **Scope:** Install second circuit 345kV and upgrade existing 161kV to 345 kV • **Operating Authority:** Xcel • **Primary Maintenance:** Xcel • **RISK:** NRH-CHT & DPC 161 need to be relocated prior in-service	3	**Phase I:** Foundations & Structure Set (April 2029 – May 2029) **Phase II:** String second circuit 345kV (Sept. 2029 – Feb. 2030) **ISD:** Feb. 2030

Segment 4: 5309 161kV NRH - CHT 20 – 24 miles	Route Option	Construction Notes
• **Scope:** Relocate 161kV to new corridor • **Operating Authority:** Xcel • **Primary Maintenance:** Xcel • **RISK:** Multiple system alternatives proposed in scoping	4 East	**Phase I:** Foundations & Structure Set (Aug. 2027 – May 2029) **Phase II:** String greenfield 161kV line (Dec. 2028 – Oct. 2029) **ISD:** Oct. 2029
	4 West	Same as above but would parallel 345kV line 0979 before turning East and continuing as a greenfield route.
	Northern Hills	Same as above but would double-circuit RPU's Northern Hills 161kV line (5310).

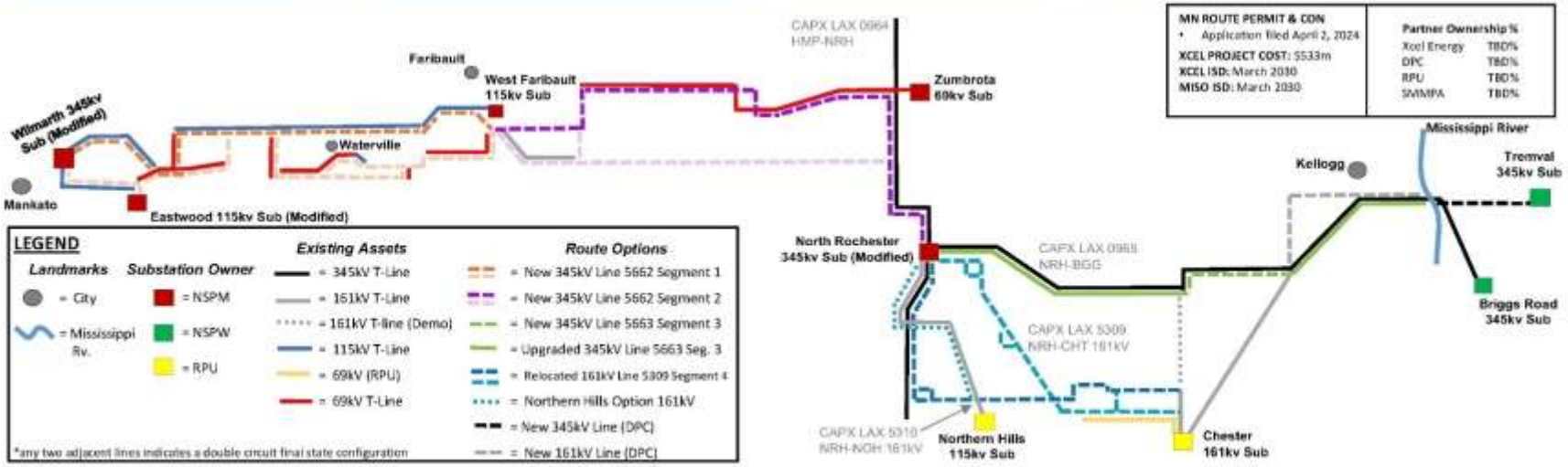


EXHIBIT B

DEVELOPMENT PERIOD NRMRC PROJECT ASSET OWNERSHIP PERCENTAGES

DEVELOPMENT PERIOD NRMRC PROJECT ASSET OWNERSHIP PERCENTAGES[1]	
Name of Owner	**AOP**
Northern States Power Company, a Minnesota corporation	46.3549%
Southern Minnesota Municipal Power Agency	7.6032%
Dairyland Power Cooperative	11.4503%
City of Rochester	34.5916%
TOTAL	**100.0000%**

[1] *See* table immediately below for "Calculation of Dollar Investment Allocations Based on Pledged Dollar Investment Transfers to RPU BY NSP, MN, SMMPA, and WPPI (Coordinated Owners Respective Integrated Percentage Interests)" in the column titled "Initial AOP % Investment in MN LRTP 4 LAX Upgrade (TL Costs to Owner /Total TL Costs to all Owners)."

CALCULATION OF DOLLAR INVESTMENT ALLOCATIONS BASED ON PLEDGED DOLLAR INVESTMENT TRANSFERS TO RPU
BY
NSP, MN, SMMPA, and WPPI

(COORDINATED OWNERS RESPECTIVE INTEGRATED PERCENTAGE INTERESTS)

ENTITY	COORDINATED OWNERS INTEGRATED PERCENTAGE INTERESTS	LRTP 4 - MN SEGMENTS 3 AND 4 SUBSTATION EXPANSION[2] AND TRANSMISSION LINE COST	LRTP 4 INVESTMENT RIGHT – UPGRADE (SOURCE: 9.1 MN LAX JCA)	NSPM/WPPI/SMMPA PLEDGED ALLOCATION	LRTP 4 FINAL APPROVED SUBSTATION AND TRANSMISSION LINE INVESTMENTS	SUBTRACT SUBSTATION EXPANSION COST	AOP		PI	
							INITIAL AOP INVESTMENT BUDGET ESTIMATE	INITIAL AOP % INVESTMENT IN MN LRTP 4 LAX UPGRADE (TL Costs to Owner / Total TL Costs to all Owners)	LRTP 4 SEGMENTS 3 AND 4 TOTAL COST OF SUBSTATIONS AND TRANSMISSION LINE	PERCENTAGE INTEREST (Subs*+TL Costs to Owner / Subs*+TL Total Project Costs to all Owners)
NSPM (NSPM/NSPW CONSOLIDATED)	64.0000	86,918,238	55,627,672	(13,503,061)*	42,124,611	(3,418,238)	38,706,373	46.3549%	42,124,611	48.4647%
SMMPA	13.0000	86,918,238	11,299,371	**(4,950,750)***	6,348,621		6,348,621	7.6032%	6,348,621	7.3041%
DPC	11.0000	86,918,238	9,561,006		9,561,006		9,561,006	11.4503%	9,561,006	11.0000%
RPU	9.0000	86,918,238	7,822,641	13,503,061 (NSPM) 4,950,750 (SMMPA) 2,607,548 (WPPI)	28,884,000		28,884,000	34.5916%	28,884,000	33.2312%
WPPI	3.0000	86,918,238	2,607,548	**(2,607,548)***	-0-		-0-	-0-		
TOTAL	100.00%	86,918,238***	86,918,238	-0-	86,918,238	(3,418,238)	83,500,000	100.00%	86,918,238	100.00%

[2] Substation Expansion amount is estimated at $3,418,238.

EXHIBIT B REFERENCE MATERIAL INFORMATION

The AOP percentages set forth above for the NRMRC Project development period are estimated and calculated based on the present Approved Budget that has been approved by the Management Committee.

The table immediately below reflects the (i) Project Percentages upon the completion of the 2012 La Crosse Project transactions, and (ii) Percentages as determined for both the Minnesota and Wisconsin Coordinated Projects (*See* MN and WI chart of AOP, PI, and Integrated Percentages (Final 12-31-22)).

MINNESOTA PROJECT PARTICIPATION AGREEMENT PERCENTAGES				
Name of Owner	**MN Asset Ownership Percentage (AOP)**	**MN Percentage Interest (PI)**	**Integrated Percentage Interest AOP MN and WI Projects**	**Integrated Percentage Interest PI MN and WI Projects**
Northern States Power Company, a Minnesota corporation	49.2146%	53.5495%	31.0827%*	33.2321%
Southern Minnesota Municipal Power Agency	23.6258%	20.9480%	14.9215%	13.0000%
Dairyland Power Cooperative	12.3799%	11.0000%	12.4292%	11.0000%
City of Rochester	14.7797%	14.5025%	9.3345%	9.0000%
TOTAL	**100.0000%**	**100.0000%**	**36.6852%**	**66.2321%**

*The Integrated Percentage Interest of Northern States Power Company, a Minnesota corporation, will float during the construction period. The combined Integrated Percentage Interest of Northern States Power Company, a Wisconsin corporation and Northern States Power Company, a Minnesota corporation, will equal 64%. Northern States Power Company, a Minnesota corporation's final Integrated Percentage Interest will be determined after Final Completion.

EXHIBIT C

NOTICES

IF TO DAIRYLAND POWER COOPERATIVE:

DAIRYLAND POWER COOPERATIVE
3200 EAST AVENUE S.
P.O. BOX 817
LA CROSSE, WI 54602-0817
ATTENTION: EXECUTIVE VICE PRESIDENT AND CHIEF OPERATING OFFICER

WITH A MANDATORY COPY TO:

DAIRYLAND POWER COOPERATIVE
3200 EAST AVENUE S.
P.O. BOX 817
LA CROSSE, WI 54602-0817
ATTENTION: GENERAL COUNSEL

IF TO CITY OF ROCHESTER:

ROCHESTER PUBLIC UTILITIES
4000 EAST RIVER RD. NE
ROCHESTER, MN 55906-2813
ATTENTION: GENERAL MANAGER

WITH A MANDATORY COPY TO:

CITY OF ROCHESTER
201 4TH ST. SE
ROOM 247
ROCHESTER, MN 55904
ATTENTION: CITY ATTORNEY

IF TO SOUTHERN MINNESOTA MUNICIPAL POWER AGENCY:

SOUTHERN MINNESOTA MUNICIPAL POWER AGENCY
500 FIRST AVENUE SOUTHWEST
ROCHESTER, MN 55902-3303
ATTENTION: MANAGER, POWER DELIVERY

WITH A MANDATORY COPY TO:

SOUTHERN MINNESOTA MUNICIPAL POWER AGENCY
500 FIRST AVENUE SOUTHWEST
ROCHESTER, MN 55902-3303
ATTENTION: GENERAL COUNSEL

IF TO NORTHERN STATES POWER COMPANY:

NORTHERN STATES POWER COMPANY, A MINNESOTA CORPORATION
414 NICOLLET MALL, 414-6
MINNEAPOLIS, MN 55401
ATTENTION: SENIOR VICE PRESIDENT, TRANSMISSION

WITH A MANDATORY COPY TO:

NORTHERN STATES POWER COMPANY, A MINNESOTA CORPORATION
401 NICOLLET MALL, 08
MINNEAPOLIS, MN 55401
ATTENTION: GENERAL COUNSEL

IF TO THE DEVELOPMENT MANAGER:

NORTHERN STATES POWER COMPANY, A MINNESOTA CORPORATION
414 NICOLLET MALL, 414-6
MINNEAPOLIS, MN 55401
ATTENTION: SENIOR VICE PRESIDENT, TRANSMISSION

WITH A MANDATORY COPY TO:

NORTHERN STATES POWER COMPANY, A MINNESOTA CORPORATION
401 NICOLLET MALL, 08
MINNEAPOLIS, MN 55401
ATTENTION: GENERAL COUNSEL

SCHEDULE 5.1.1

DEVELOPMENT WORK

Development Work includes all of the following:

(i) completion of the preliminary conceptual design of the Project;

(ii) determination of the recommended interconnection and termination points of the NRMRC Project with the Substation and Mississippi River connection;

(iii) determination of the recommended alignment for the Route Permit;

(iv) determination of the scope for the Project;

(v) estimating the cost and schedule of the NRMRC Project and the schedule for interconnection with the Substation;

(vi) obtaining the Governmental Approvals necessary to complete Development Work and to proceed to construction of the NRMRC Project and the Substation Expansion;

(vii) obtaining any additional MISO approvals or variance requests required in connection with the Project;

(viii) timely making or undertaking such other necessary studies and analyses as deemed appropriate by the Management Committee; and

(ix) performing such other activities as contemplated by this Agreement or as directed by the Management Committee in the exercise of its responsibilities under this Agreement.

SCHEDULE 5.1.2

ADVANCED CONSTRUCTION WORK

Advanced Construction Work includes all of the following:

(i) detailed preliminary construction design,

(ii) engineering,

(iii) surveying,

(iv) inspection of existing structures,

(v) soil evaluation (including soil borings),

(vi) acquisition of real property interests (including title work and prosecution),

(vii) contracting for services and acquisition of construction materials and storage and lay-down areas,

(viii) vegetation management and removal, and

(ix) other similar matters arising under, within the scope of, and set forth specifically on the Development Period Budget.

Advanced Construction Work does not include construction activities under the Construction Management Agreement, such as (by way of example only): (i) stringing of transmission lines, (ii) foundation excavation and construction, and (iii) tower relocation, in each case, even if obligations for such Construction Work have been entered into pursuant to a construction Contract.

SCHEDULE 5.2.1

MANAGEMENT COMMITTEE DEVELOPMENT WORK

Duties and Responsibilities. The Management Committee will, in accordance with the JCA, among other things contemplated in this Agreement:

(i) monitor and provide oversight regarding the Parties' and the Development Manager's participation in regional stakeholder transmission planning activities, community outreach, and regulatory filings and Proceedings affecting the NRMRC Project, and provide guidance on any important strategic updates to MISO by the Parties;

(ii) provide guidance and direction on major strategic decisions related to the CON, Route Permit and any Governmental Approvals for construction of the Project, including but not limited to:

a. approve the form of (1) the Critical Permits, and (2) applications for any additional MISO approvals or variance requests required in connection with the Project;

b. approve any settlement agreements related to Critical Permits; and

c. determine whether or not to settle or to pursue appeals of the denial or revisions of or to (1) any Critical Permits or Governmental Approval, or (2) conditions placed by any Governmental Authority on any such application or approval.

(iii) exercise general supervision over, and review, discuss and attempt to resolve any disputes within, any committees established by the Management Committee;

(iv) review and provide oversight regarding periodic agreed-upon procedures or audit (the scope of which will be determined by the Management Committee) of the Development Manager books and cost records regarding Development Period Costs incurred by the Development Manager or by a Party in carrying out Development Work and any cost reimbursable to a Party, including all Development Period Costs incurred by before and after the Effective Date of this Agreement;

(v) monitor and provide oversight regarding the continuation and completion of Development Work;

(vi) approve changes to increase the maximum amount of the budgets for Development Period Costs;

(vii) designate Contracts or matters from time to time as being Major Contracts and which must be approved by the Management Committee, and review and act upon any Major Contract proposed to be formed or any change order of a Major Contract in excess of 20% of the original Contract amount;

(viii) review and approve the preliminary conceptual design of the Project and the NRMRC Project and recommend to the Parties approval of the NRMRC Project preliminary

conceptual design set forth in one or more of the Project Agreements;

(ix) review and act upon the content and performance of Development Work and Advanced Construction Work and the performance of the duties and obligations of the Parties set forth under this Agreement, including those arising in connection with Major Contracts, uninsured claims and defaults;

(x) participate in media strategy for the Project, and monitor local publicity and public relations undertakings by the Development Manager and the Parties pertaining to the Project, in each case as determined necessary by the Management Committee;

(xi) review and act upon an agreed NRMRC Project insurance plan for the Project Agreements pursuant to **Section 12.1** (Insurance Coverage);

(xii) attempt to resolve conflicts that develop between and among the Parties with respect to the NRMRC Project;

(xiii) monitor the drafting and negotiation of the Project Agreements by the Parties' agreements team; and

(xiv) promptly respond to the Development Manager for reasonably requested assistance or advisement in connection with the Development Manager's duties and obligations under this Agreement.

SCHEDULE 5.2.3(A)

DEVELOPMENT MANAGER DEVELOPMENT WORK

(i) Participate in regional stakeholder transmission planning and community outreach activities affecting the Project;

(ii) Prepare, file, and prosecute, in coordination with the Parties, all other applications and other documentation for all Governmental Approvals required for the development and construction of the NRMRC Project, including responding to any inquiries or requests from Governmental Authorities related to such applications' development, filing and gaining approval;

(iii) Identify and select, in consultation with the Management Committee, Consultants and Contractors for the Development Work and Advanced Construction Work;

(iv) Contract with approved Consultants and Contractors for the Development Work and Advanced Construction Work, subject to Management Committee approval of all Major Contracts and any change order of a Major Contract in excess of 20% of the original Contract amount;

(v) Manage the development phase of the Project, as the Development Manager of the Project, including the management of estimated Development Period Costs, proposed revisions of the Development Period Budget, oversight of Development Period Costs and schedule control, and development of Project status reports;

(vi) As it relates to the NRMRC Project, compliance with all MISO timelines and reporting requirements, including Attachment FF Section I.C.11 of the MISO Tariff and MISO Business Practices Manual No. 020 Transmission Planning;

(vii) In concert with the Parties, undertake local publicity and public relations pertaining to the Project, and build community support for the Project, engaging appropriate personnel from the respective Parties in preparation of materials and outreach planning in a desire to effectively communicate the benefits of the Project and protect the existing external relationships and reputations of the Parties;

(viii) Obtain necessary environmental assessments required for the NRMRC Project;

(ix) Manage the preliminary engineering and preliminary design of the Project;

(x) Undertake such other Development Work, Advanced Construction Work, and other activities reasonably related to the Project or as assigned by the Management Committee;

(xi) Perform, administer (including payment), and enforce all Contracts for Development Work and Advanced Construction Work;

(xii) Provide to the Management Committee listings of each Contract for Development Work and Advanced Construction Work, such listing to include the date of the Contract, the contracting parties, a summary of the work to be performed, and the Contract price and payment terms;

(xiii) Challenge and remove any unsatisfied liens that are filed against the Development Manager or any Party, as applicable, in connection with Development Work and Advanced Construction Work performed by the Development Manager, other than (A) liens for Taxes or assessments not yet delinquent, and (B) liens for labor and material not yet due and payable;

(xiv) Pay all Development Period Costs when due;

(xv) Keep and maintain records, for a period of not less than five (5) years following the termination of this Agreement, of all Development Period Costs monies expended, obligations incurred, and credits accrued, and maintain for auditing those accounting records used for the purpose of accumulating financial and statistical data for the Development Work and Advanced Construction Work;

(xvi) Attend Management Committee meetings during the term of this Agreement and promptly submit to the Management Committee monthly and other reasonably requested reports and responses to questions posed by the Management Committee regarding the progress and details of Development Work and Advanced Construction Work, financial reports of Development Period Costs paid or incurred (including budget-to-actual comparisons), on a current period and cumulative basis, with comparison to budgetary requirements;

(xvii) Submit Development Period Costs cash flow estimates for the next quarter, including budget-to-actual comparisons for the term of the NRMRC Project;

(xviii) Submit all financial reports associated with Development Work and Advanced Construction Work in accordance with Generally Accepted Accounting Principles for the utility industry and in a format reasonably acceptable to the Management Committee;

(xix) Prepare and distribute to the Management Committee a final completion report for the Development Work and Advanced Construction Work within a commercially reasonable period following expiration or other termination of this Agreement, or otherwise prior to commencement of construction of the NRMRC Project in order to facilitate the Management Committee's vote to recommend the commencement of the Project to the Parties;

(xx) Maintain insurance for and with respect to Development Work and Advanced Construction Work, which at a minimum will include: workers' compensation (statutory limits); employers' liability ($1 million); commercial general liability (combined single limits of not less than $25 million), providing for bodily injury, personal injury, property damage; and professional liability/errors and omissions

insurance ($1 million). (Approved insurance plans will be established by the Project Agreements.); and

(xxi) All insurance policies maintained by the Development Manager pursuant to the above will name each of the Parties (and their respective Affiliates, directors, officers, and employees) as an additional insured and will be written by an insurance company rated at least A-VII by Best Insurance Rating Service, which insurance company will provide certificates of coverage to the Parties with respect to such policies.

SCHEDULE 5.2.3(B)

PARTIES' DEVELOPMENT WORK

(i) Participate in regional stakeholder transmission planning and community outreach activities affecting the Project;

(ii) Monitoring of the filed CON application and Route Permit application to MPUC in coordination with the Development Manager;

(iii) Support the Development Manager in preparation, filing and prosecuting all other applications and other documentation for all Governmental Approvals required for the development and construction of the Project, including responding to any inquiries or requests from Governmental Authorities related to such applications' development, filing and gaining approval;

(iv) Together with the Development Manager, undertake local publicity and public relations pertaining to the Project, provide counsel and participate as needed to build community support for the Project and maintain the existing external relationships and reputations of the Parties;

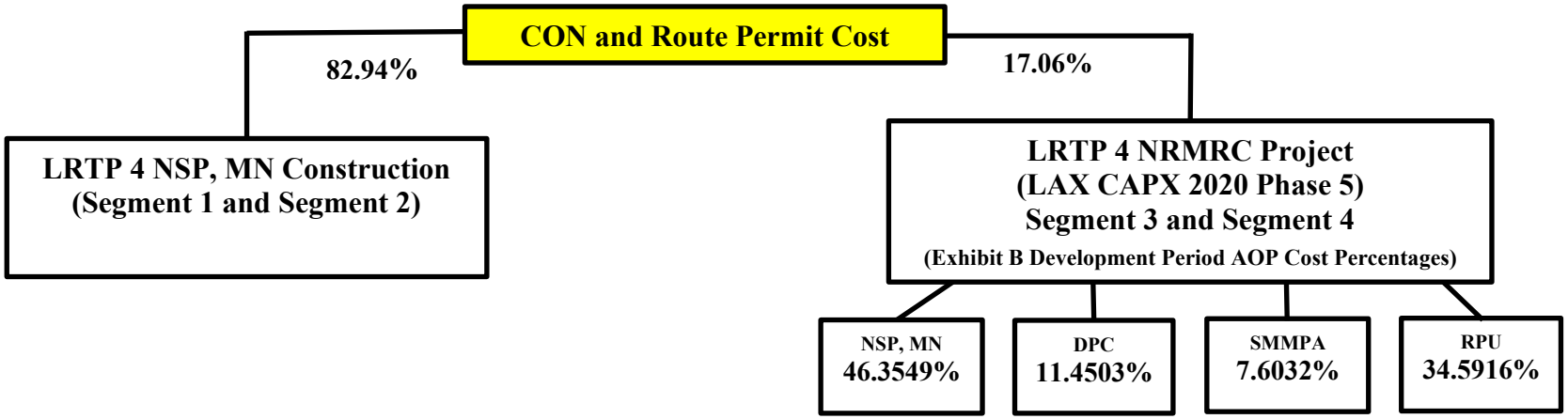
(v) Provide any necessary or requested information with respect to the NRMRC Project and support the Development Manager preparation and timely filing of the MISO NRMRC Project reporting requirements, including Attachment FF Section I.C.11 of the MISO Tariff and MISO Business Practices Manual No. 020 Transmission Planning; and

(vi) Undertake other Development Work and Project activities reasonably related to the NRMRC Project that are assigned by the Management Committee.

SCHEDULE 7.2.3

COST ALLOCATION PERCENTAGES FOR CON AND ROUTE PERMIT

LRTP 4 Segments 1 and 2 (NSP, MN)
and
LRTP 4 Segments 3 and 4 (LAX MN CAPX 2020 TIC)



PARTY	MN CON and Route Permit AOP Cost Percentage	NRMRC Project Percentage
NSP, MN LRTP 4 (Segment 1 and Segment 2)	82.9400%	-
NSP, MN (NRMRC Project)	7.9082%	7.9082%
DPC (NRMRC Project)	1.9534%	1.9534%
SMMPA (NRMRC Project)	1.2971%	1.2971%
RPU (NRMRC Project)	5.9013%	5.9013%
TOTAL	**100.00%**	**17.0600%**

(CONTINUED)

SCHEDULE 7.2.3

COST ALLOCATION PERCENTAGES FOR CON AND ROUTE PERMIT

LRTP 4 Segments 1 and 2 (NSP, MN)
and
LRTP 4 Segments 3 and 4 (LAX MN CAPX 2020 TIC)

NOTE: The "Cost Calculation" method below has been adopted for the cost allocation percentages as between LRTP 4 Segments 1 and 2 (NSP, MN) and LRTP 4 Segments 3 and 4 (LAX MN CAPX 2020 TIC).

This method has been adopted because it best represents the relative allocation of work to be performed between (i) the Segment 1 and Segment 2 transmission lines and substations and the DPC Wabaco Relocation Project, and (ii) the NRMRC Project and the Substation Expansion. Each of the foregoing Segments and all Substations are integral to the LRTP 4 MN Project. By way of further explanation, Segments 1 and 2 require tower and transmission line construction where, by comparison, Segments 3 and 4 and primarily second circuit costs.

COST CALCULATION

LRTP 4 SEGMENTS 1 AND 2 – NSP, MN ONLY		
SEGMENT	**COST**	**PERCENT**
Segment 1	$240,650,000	
Segment 2	174,600,000	
Substations	7,181,762	
Segments 1 and 2 TOTAL	**$422,431,762**	**82.94%**
LRTP 4 SEGMENTS 3 AND 4 – LAX MN CAPX 2020 TIC		
Segment 3	$25,100,000	
Segment 4	58,400,000	
Substation	3,418,238	
Segments 3 and 4 TOTAL	**$86,918,238**	**17.06%**
LRTP 4 TOTAL COST	**$509,350,000**	**100.00%**

MILEAGE CALCULATION

LRTP 4 SEGMENTS 1 AND 2 – NSP, MN ONLY		
SEGMENT	**MILEAGE**	**PERCENT**
Segment 1	48 mi	
Segment 2	40 mi	
Segments 1 and 2 TOTAL	**88 mi**	**56.77%**
LRTP 4 SEGMENTS 3 AND 4 – LAX MN PROJECT		
Segment 3	43 mi	
Segment 4	24 mi	
Segments 3 and 4 TOTAL	**67 mi**	**43.23%**
LRTP 4 TOTAL MILEAGE	**155 mi**	**100.00%**

SCHEDULE 7.2.4(A)

DEVELOPMENT MANAGER REIMBURSEMENT FOR COST OF SERVICES

Development Period Costs shall include labor-related charges as set forth below with respect to the use of the Development Manager's (and its Affiliates') employees to perform, undertake and carry out the Development Work and the Advanced Construction Work services. These costs shall be charged to the Parties, and the Development Manager will be reimbursed by the Parties; **provided** such payment obligation will be the several, not joint, obligation of each Party in accordance with its interest as determined pursuant to this Agreement.

1. Direct Labor

"**Direct Labor**" means employees of the Development Manager and employees of Affiliates of the Development Manager.

All Direct Labor costs (wages, salaries, overtime and bonuses).

2. Additive Expenses

Additive expenses include Labor related charges associated with the Development Manager's (and its Affiliates') Direct Labor charged to the Parties hereunder. Labor Additive shall be based on prevailing policies of the Development Manager (and its Affiliates) for which the relevant employee works. The labor additive is typically a percentage developed by taking the Additive Expenses including, but not limited to those listed below and dividing by the Development Manager's (and its Affiliates') total Direct Labor costs.

Additive expenses ("**Additive Expenses**") means all payroll taxes, statutory contributions and other benefits paid for on behalf of Direct Labor by the Development Manager including:

Employer FICA, Medicare, and Federal and State unemployment payroll taxes

Defined Benefit – Pension Plans – FASB 87

Long Term Disability Plans - FASB 112

Employee Medical, Dental, Disability, and Life insurance

Workers' Compensation and Employer Liability insurance (including all costs and expenses attributable to premiums, retrospective or prospective policy adjustments, deductibles, co-insurance and/or self-insured retention)

Vacation, Paid time off (PTO), Sick Leave, Holiday and other non-productive payroll

Defined Contribution – 401K match

Post Retirement Benefits – FASB 106

Education assistance

Union Craft Welfare

Training

Annuities

Other Employee Benefits (less than 2% of all payroll Additive Expenses)

The Development Manager (and its Affiliates), as a policy of general application, calculate the cost of Additive Expenses as a percentage of its aggregate Direct Labor cost.

3. General and Administrative Costs on Direct Labor

The Development Manager shall recover general and administrative (A&G) costs associated with Direct Labor. A percentage ("A&G Percentage") shall be applied to the Development Manager's Direct Labor charged to the NRMRC Project. The Development Manager will calculate the "A&G Percentage" annually using its own methodology to recover each company's A&G costs.

Insurance premium expense corresponding to policies of insurance required to be maintained by the Development Manager pursuant to **Section 12.1** (Insurance Coverage) of this Agreement (other than workers' compensation and employer liability insurance expense addressed above), but only if any such insurance policy (or any endorsement or rider thereto) is maintained in the ordinary course of business of the Development Manager, and was not purchased solely for the purpose of meeting the Development Manager's insurance coverage obligation set forth in **Section 12.1** of this Agreement. Costs and expenses of the insurance included in the A&G Percentage specifically exclude any costs and expenses paid or payable by the Development Manager: (i) with respect to deductibles, co-insurance or self-insured retentions or (ii) to obtain any endorsements necessary to designate a Party (other than the Development Manager) as an additional insured.

4. Development Manager Calculation of the A&G Percentage

Services performed by employees in the following types of departments of the Development Manager are considered chargeable only through the application of the A&G Percentage. Therefore, an individual working in any of these departments will not directly assign their time to this Agreement, as this type of direct labor is non-reimbursable. In lieu of direct charging, the Development Manager is to be compensated by the addition of the A&G Percentage.

However, an individual may direct charge the NRMRC Project as long as they are assigned to provide specific support for the NRMRC Project.

Accounting

Budgeting

Finance

Administrative

Office Services

Human Resources

Information Technology

Building and Grounds – Headquarters

An A&G overhead rate will be derived annually using the most current calendar year A&G expenses and total O&M labor costs reported.

In any given year, the A&G overhead rate will be calculated using the Development Manager's prior year actual costs in a ratio of actual A&G expenses recorded (listed below) to the actual O&M productive labor recorded. This rate will be used in the current year to calculate the Application for Payment overhead costs on a monthly basis. Once the actual current calendar year A&G expenses and labor costs are reported, a new A&G overhead rate is calculated. The adjustment is generally calculated during the month of April and will be communicated as soon as practicable to the Parties. Costs that will be included in the calculation of the A&G overhead rate are as follows:

I. All or a portion of the total calendar year account balances in Development Manager's FERC accounts:

- 920, Administrative and General Salaries,
- 921, Office Supplies & Expense,
- 922, Administrative Expenses Transferred Credit,
- 923, Outside Services Employed,
- 925, Injuries and Damages (excluding Workers' Compensation and Employer Liability which is addressed in note II below),
- 928, Regulatory Commission Expense,
- 929, Duplicate Charges Credit,
- 930.1, General Advertising Expenses,
- 930.2, Miscellaneous General Expenses,
- 931, Rents,
- 932, Maintenance of Structures, and
- 935, Maintenance of General Plant

II. Portions of the total calendar year account balances in the Operating Agent FERC accounts listed below:

- 925, Injuries and Damages (Workers' Compensation and Employer Liability component),
- 926, Pensions and Benefits,
- 408, Payroll Taxes,
- 924, Property Insurance,

To the extent amounts recorded in these accounts are billed to the Parties through O&M Costs, labor overheads or other methods, only the amounts of such costs associated with labor costs recorded in account 920 (Administrative and General Salaries) will be included in the A&G overhead rate.

Property insurance and depreciation costs are not included in the calculation of the Development Manager A&G overhead rate.

5. Development Manager Purchasing/Warehouse Overheads

The Development Manager distributes the corporate purchasing and warehousing services costs to the functional area(s) of the operating companies or affiliate along with the cost of the materials and supplies ordered using purchasing and warehousing overhead loads. Costs are collected in clearing accounts and cleared via an overhead loading on certain purchases and materials issued from storerooms.

The purchasing overhead load (current effective average rate is 1.59%) is applied to the value of the purchase order. The effective average rate of the purchasing overhead load is subject to monthly adjustments.

The warehousing overhead load (current effective average rate is 6.35%) is applied, when applicable, to the purchase order value of the materials ordered. The effective average rate of the warehousing overhead load is subject to monthly adjustments.

I. Purchasing costs include the following activities:

- Developing requisitions
- Contracts and purchase orders to procure materials and services
- Manage supplier relationships
- Negotiating procurement agreements / contracts
- Monitoring supplier performance
- Managing purchase records
- Managing supplier qualification records

II. Inventory warehousing costs include the following costs:

- Labor
- Supervision
- Materials and supplies
- Rent

(Example Only)

CapX2020 - NSP-MN
A&G Calculation for 2022
as of April 28, 2023

input
formula

FERC Account	FERC Account Description	Electric Only NSP-MN 2022 A&G from FF1 p. 323	Costs With Adjustments		
920	Admin & General Salaries	91,087,571	91,087,571	19.7368%	
921	Office Supplies & Expenses	69,989,064	69,989,064	15.1652%	
922	Admin Expenses Transferred Cr	(64,263,099)	(64,263,099)	-13.9245%	
923	Outside Services Employed	21,133,076	21,133,076	4.5791%	
924	Property Insurance	10,962,689	n/a		A&G labor has immaterial property insurance costs
925	Injuries & Damages	17,752,560	n/a		
926	Employee Pensions & Benefits	83,039,174	n/a		
927	Franchise Requirements	-	-		
928	Regulatory Comm Exp	9,501,872	9,501,872	2.0589%	
929	Duplicate Charges Cr	(6,121,912)	(6,121,912)	-1.3265%	
930.1	Gen Advertising Exp	3,884,214	3,884,214	0.8416%	
930.2	Misc General Exp	4,536,316	4,536,316	0.9829%	
931	Rents	47,678,667	47,678,667	10.3310%	
932	Maintenance of General Plant	-	-	0.0000%	
935	Maintenance of General Plant	920,199	920,199	0.1994%	
		289,200,391	178,345,968	38.6438%	
EXCLUDE-	Facilities Chargebacks to Customer Accts included in FERC 931		(7,186,789)	-1.5572%	FERC Detail Summary Report-NSPM FERC 931 - 202
	Adjusted Costs:				
924	Property Insurance		-		
925	Workers Comp applicable to A&G Labor *		1,712,446	0.3711%	
926	Empl Pens & Benefits applicable to A&G Labor **		32,208,565	6.9789%	
408	Payroll Tax applicable to A&G Labor ***		9,791,914	2.1217%	
		Total Adjusted Costs	214,872,104	46.5583%	
	2022 Total Company O&M Salaries & Wages (per FF1, page 355 line 65b)		461,512,216		
	A&G Overhead on Productive Labor		46.5583%		Excludes depreciation

*	Labor	91,087,571	
	Workers Comp Average Overhead Rate (from Brian Kocheva)	0.0188	<--see 2022 Labor Add Rates tab
	Workers Comp applicable to A&G Labor	1,712,446	
**	Labor	91,087,571	
	Empl Pens & Benefits Average Overhead Rate (from Brian Kocheva)	0.3536	<--see 2022 Labor Add Rates tab
	Empl Pens & Benefits applicable to A&G Labor	32,208,565	
***	Labor	91,087,571	
	Payroll Tax Average Overhead Rate (from Brian Kocheva)	0.1075	<--see 2022 Labor Add Rates tab
	Payroll Tax applicable to A&G Labor	9,791,914	

SCHEDULE 7.2.4(B)

NON-NSP, MN PARTIES' REIMBURSEMENT FOR COST OF SERVICES

DAIRYLAND POWER COOPERATIVE

[**PLACEHOLDER – HELD FOR POSSIBLE FUTURE USE PURSUANT TO THE PROVISIONS BELOW, WHICH ARE INCORPORATED BY REFERENCE TO SECTION 7.2.3(B)**]

ROCHESTER PUBLIC UTILITIES

[**PLACEHOLDER – HELD FOR POSSIBLE FUTURE USE PURSUANT TO THE PROVISIONS BELOW, WHICH ARE INCORPORATED BY REFERENCE TO SECTION 7.2.3(B)**]

SOUTHERN MINNESOTA MUNICIPAL POWER AGENCY

[**PLACEHOLDER – HELD FOR POSSIBLE FUTURE USE PURSUANT TO THE PROVISIONS BELOW, WHICH ARE INCORPORATED BY REFERENCE TO SECTION 7.2.3(B)**]

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ROCHESTER PUBLIC UTILITIES
WE PLEDGE, WE DELIVER

RESOLUTION

BE IT RESOLVED by the Public Utility Board of the City of Rochester to Adopt a resolution formally recommending that the Rochester City Council approve the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600 and that the Rochester City Council delegate authority to the RPU project manager to perform the acts to execute the project.

BE IT FUTHER RESOLVED by the Public Utility Board of the City of Rochester to recommend that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution.

BE IT FUTHER RESOLVED by the Public Utility Board of the City of Rochester to also recommend that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CapX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities, including but not limited to the Joint Cooperation Agreement, Transmission Capacity Exchange Agreement, Transmission-to-Transmission Interconnection Agreement, Project Participation Agreement, Minnesota Construction Management Agreement, and the Minnesota Operation and Maintenance Agreement.

PASSED AND ADOPTED BY THE PUBLIC UTILITY BOARD OF THE CITY OF

ROCHESTER, MINNESOTA, THIS 16th DAY OF December 2025.

Signed by:
Malachi McMillus
F695D0AF86AF478...
PRESIDENT

Signed by:
Erin Henry-Loftus
3A874B47A9E8412...
SECRETARY

12/17/2025 | 7:51:08 CST

RESOLUTION

Grid North Partners Joint Development Agreement for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project.

WHEREAS, the Public Utility Board of the City of Rochester adopted a resolution formally recommending that the Rochester City Council approve the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600 and that the Rochester City Council delegate authority to the RPU project manager to perform the acts to execute the project.

WHEREAS, the Public Utility Board of the City of Rochester adopted a resolution to recommend that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution.

WHEREAS, the Public Utility Board of the City of Rochester adopted a resolution to recommend that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CapX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities, including but not limited to the Joint Cooperation Agreement, Transmission Capacity Exchange Agreement, Transmission-to-Transmission Interconnection Agreement, Project Participation Agreement, Minnesota Construction Management Agreement, and the Minnesota Operation and Maintenance Agreement.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Rochester, Minnesota, approves the execution of the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600 and that the Rochester City Council delegates authority to the RPU project manager to perform the acts to execute the project. Further, the Common Council of the City of Rochester, Minnesota, delegates to the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution. Further, the Common Council of the City of Rochester, Minnesota, delegates to the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CapX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities, including but not limited to the Joint Cooperation Agreement, Transmission Capacity Exchange Agreement, Transmission-to-Transmission Interconnection Agreement, Project Participation Agreement, Minnesota Construction Management Agreement, and the Minnesota Operation and Maintenance Agreement.

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PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Amendments to Destination Medical Center Corporation (DMCC) Articles of Incorporation and Funding Agreements

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Consent Agenda

PRESENTER:
Cindy Steinhauser

Action Requested:

Adopting a Resolution approving amendments to the following agreements to reflect a DMCC biennial budget:

1. The First Amendment to Amended and Restated Articles of Incorporation of DMCC.
2. The First Amendment to Agreement for DMCC Funding and Support.
3. The Second Amendment to the Working Capital Loan Agreement – DMCC and City.
4. The Second Amendment to the Working Capital Loan Agreement – DMCC and EDA.

Report Narrative:

On October 6, 2025, the City Council approved a two-year (2026 and 2027) DMCC operating budget, which includes funding for DMCC, DMC EDA, and City Project Management. The DMCC Board previously approved this budget at their meeting on September 25, 2025.

The recommendation to move to a two-year budget versus an annual budget was based upon the following:

- Increased proactivity in capital planning
- Improved alignment with the City's bi-annual budget cycle
- Support multi-year planning and execution

The process to move to a bi-annual budget requires amendment of certain documents to maintain compliance with DMC legislation. Approval of the attached resolution authorizes four coordinated amendments to existing Destination Medical Center (DMC) agreements. These amendments align the DMCC governance, funding, and working capital agreements with the City's biennial budget process, ensuring continued compliance with DMC legislation and consistency across related agreements. This action includes four coordinated amendments that together update all relevant DMC agreements to reflect biennial budgeting:

1. Amended and Restated Articles of Incorporation (DMCC)
   This amendment updates the DMCC's Articles of Incorporation to require submission and City approval of a biennial operating budget, work plan, and five-year capital improvement plan. The change replaces the current annual budget requirement and ensures consistency with City budgeting practices.

2. First Amendment to the Agreement for DMCC Funding and Support (City–DMCC)
   This amendment revises definitions, funding request timelines, and budget approval processes to align with the biennial budget framework. It clarifies the process for submitting biennial funding requests, allows for limited second-year adjustments through a supplemental budget, and maintains City Council approval authority.
3. Second Amendment to the Working Capital Loan Agreement (City–DMCC)
   This amendment updates terminology and processes for working capital advances, reconciliations, and loan extensions to align with biennial budgeting. It ensures working capital requests, reconciliations, and extensions correspond with the biennial DMCC funding request and City approval cycle.
4. Second Amendment to the Working Capital Loan Agreement (DMCC–EDA)
   This amendment mirrors the City–DMCC changes and ensures the Economic Development Agency's (EDA) budget, working capital advances, and loan extensions are coordinated with the biennial DMCC funding request and City approvals.

Together, these amendments are administrative in nature and do not change program scope, funding levels, or oversight responsibilities. They ensure consistency across all governing documents.

Priorities & Foundational Principles:

Economic Resilience
Fiscal Responsibility and Sustainability

Policy Considerations & DEI Impact:

The DMC budgets align with City Council's strategic priorities and policy direction and support diversity, equity, and inclusion through inclusive planning, community engagement, and equitable development outcomes. Projects also incorporate co-design and business forward processes.

Prior Legislative Actions & Community Engagement:

October 6, 2025 City Council Meeting: Approval of 2026 and 2027 Destination Medical Center Corporation Budget - Operating and Capital

Fiscal & Resource Impact:

There is no fiscal impact associated with this action. The proposed amendments are administrative in nature and align existing Destination Medical Center agreements with the City's biennial budget process. Approval of these amendments does not authorize new expenditures, increase funding levels, or change the City's existing financial obligations.

Alternative Action(s):

There are no alternate actions recommended.

Prepared By:

Cindy Steinhauser

Attachments:

Agreement - First Amendment to Amended Articles of Incorporation

Agreement - First Amendment to DMCC Funding Agreement

Agreement - Second Amendment to Working Capital Loan - DMCC & City

Agreement - Second Amendment to Working Capital Loan - DMCC & EDA

Exhibit - DMCC board Biennial Budget Resolution

Resolution - DMCC Biennial Budget

FIRST AMENDMENT
TO
AMENDED AND RESTATED ARTICLES OF INCORPORATION
OF
DESTINATION MEDICAL CENTER CORPORATION

This First Amendment to Amended and Restated Articles of Incorporation (this "**Amendment**") of Destination Medical Center Corporation, a Minnesota nonprofit corporation (the "**Corporation**") is made effective as of _____, 2025 pursuant to City approval and the requisite approval at a duly held meeting of the Board of Directors.

RECITALS

A. The Corporation was formed pursuant to the filing of the Articles of Incorporation with the Minnesota Secretary of State on July 23, 2013 ("**Original Articles**").

B. The Original Articles were subsequently amended by those Amended and Restated Articles of Incorporation dated February 19, 2014 (the "**Restated Articles**").

C. The Corporation deems it to be in its best interest and desires to amend the Restated Articles to provide for a biennial budget, as opposed to the currently existing annual budget.

D. Pursuant to Minnesota Statutes Chapter 317A and the Corporation's Restated Articles, the Restated Articles may be amended with City approval, and by a two-thirds (2/3rd) vote of approval at a duly held meeting of the Board of Directors of the Corporation.

AGREEMENT

NOW, THEREFORE, the Restated Articles shall be amended as follows:

1. **Biennial Budget**. Article VIII, Section 10 of the Restated Articles shall be replaced in its entirety with the following language:

   "10. Approval of a biennial DMCC funding request, provided that the DMCC must provide a detailed biennial operating budget, work plan, and five year capital improvement plan to the City."

2. **Conflicts**. Except as otherwise modified by this Amendment, the Restated Articles shall remain in full force and effect. In the event of any inconsistency between the terms and provisions of this Amendment and the terms and provisions of the Restated Articles, the terms and provisions of this Amendment will govern and control.

3. **Ratification**. The undersigned hereto hereby ratify and affirm all of the terms and provisions of the Restated Articles, as amended by this Amendment, and acknowledge that such terms and provisions are in full force and effect as herein modified.

4. **Counterparts and Electronic Signatures**. Signatures for this Amendment may be transmitted by email or facsimile or any other digital format in place of original signatures. This Amendment may be executed in multiple original or digital counterparts, each of which, when taken together, shall constitute an original.

[*Signature Page Follows*]

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IN WITNESS WHEREOF, we hereby certify that the foregoing Amendment was duly approved by the City Council, at a meeting duly noticed for and held on _____, ____, and duly proposed by the directors of the Corporation and duly adopted by a 2/3rd majority vote of the directors voting thereon, at a meeting duly noticed for and held on December 10, 2025.

_____
Pamela Wheelock, Chair

_____
Paul Williams, Secretary

[SIGNATURE PAGE TO FIRST AMENDMENT TO AMENDED AND RESTATED ARTICLES OF INCORPORATION OF DESTINATION MEDICAL CENTER CORPORATION]

FIRST AMENDMENT TO AGREEMENT
FOR DMCC FUNDING AND SUPPORT

THIS FIRST AMENDMENT TO AGREEMENT FOR DMCC FUNDING AND SUPPORT (this "**Amendment**") is made effective as of _____, 2025 (the "**Effective Date**") by and between Destination Medical Center Corporation, a Minnesota non-profit corporation (the "**DMCC**"), and the City of Rochester, Minnesota, a Minnesota municipal corporation (the "**City**") (each a "**Party**" and collectively, the "**Parties**").

RECITALS

A. The Agreement for DMCC Funding and Support by and between the DMCC and the City was originally executed on February 1, 2014 (the "**Original Agreement**").

B. The Parties thereto desire to amend the Original Agreement to make language provided therein consistent with a biennial budget, as opposed to an annual budget.

AGREEMENT

NOW, THEREFORE, the Original Agreement shall be amended as follows:

1. *TABLE OF CONTENTS, Section 5.1* shall be deleted in its entirety and replaced with the following:

"Accounting and Tax Services; Biennial Budget".

2. *Section 1.3 Annual Budget* shall be deleted in its entirety and replaced with the following:

"**1.3** "**Biennial Budget**" is defined in Section 4.1.2."

From and after the Effective Date of this Amendment, all references in the Original Agreement to the "Annual Budget" shall be amended and replaced with "Biennial Budget".

3. *Section 1.10. DMCC Annual Costs* shall be deleted in its entirety and replaced with the following:

"**1.10** "**DMCC Biennial Costs**" means all: (i) operating and administrative costs of the DMCC that are included in the DMCC Funding Request provided to the City as set forth in Section 4.1 and that include but are not limited to, compensation and benefits of employees or consultants; office expenses; insurance for DMCC operations; legal and accounting expenses; and other normal and customary costs and expenses necessary or appropriate for the DMCC to exercise its powers and fulfill its obligations under the DMC Act, including but not limited to carrying out the public purposes and otherwise performing the DMCC's functions under the DMC Act and Minnesota Statutes Chapter 317A, (ii) non-capital costs incurred by the DMCC included in the DMCC Funding Request that are incurred in connection with Projects, (iii) amounts payable by the DMCC to the EDA

pursuant to the EDA Agreement, which may include non-capital costs incurred in connection with Projects, and (iv) Support Costs incurred by the City. DMCC Biennial Costs do not include DMCC Capital Costs but may include non-capital costs that are attributable to Projects."

From and after the Effective Date of this Amendment, all references in the Original Agreement to "DMCC Annual Costs" shall be amended and replaced with "DMCC Biennial Costs".

4. *Section 1.28 "Support Costs"* shall be deleted in its entirety and replaced with the following:

"**1.29** "**Support Costs**" means the actual or reasonably imputed costs to the City of providing Support, including reasonable associated overhead, as determined in accordance with Section 3. Support Costs are a component of DMCC Biennial Costs."

5. *Section 1.31 Supplemental Budget* shall added to the end of Section 1 as follows:

"**Section 1.31 "Supplemental Budget**" is defined in Section 4.1.2."

6. *Section 4 DMCC Funding* shall be deleted in its entirety and replaced with the following:

"**4. DMCC Funding**. As further described in this section 4, the DMCC shall cause to be prepared on a biennial basis the DMCC Funding Request and Five-Year Capital Plan, as accompanied by the Biennial Budget, Work Plan Documents, the DMCC Biennial Costs, and the DMCC Capital Costs. The City agrees to make payments during the term of this Agreement consistent with this Section."

7. *Section 4.1 DMCC Funding Request* shall be deleted in its entirety and replaced with the following:

*"***4.1 DMCC Funding Request**. The DMCC shall prepare, on a biennial basis, the DMCC Funding Request for approval by the City, specifying the amount of DMCC Biennial Costs requested to be paid by the City for the applicable two-year fiscal period. The DMCC Funding Request shall be accompanied by the Biennial Budget (as described in Section 4.1.2) and shall be made by October 1st of every other calendar year, commencing with the DMCC Funding Request approved by the DMCC as of September 25, 2025 for fiscal years 2026 and 2027, and such submissions shall recur biennially through the years before the expiration of the term of this Agreement. On or before October 1 of the first fiscal year of each DMCC Funding Request, modifications to the second fiscal year of the DMCC Funding Request, accompanied by the Supplemental Budget (as described in Section 4.1.2), may be made; provided, however, submission of a modification to the DMCC Funding Request shall not be necessary and in the event no modification is made, the DMCC Funding Request, as originally made, shall continue to control for such second fiscal year."

8. *Section 4.1.1. Scope of DMCC Funding Request* shall be deleted in its entirety and replaced with the following:

"**4.1.1. <u>Scope of DMCC Funding Request</u>**. The DMCC Funding Request shall include DMCC Biennial Costs but not DMCC Capital Costs. The DMCC Funding Request shall allocate the amounts requested (including amounts paid under the EDA Agreement) between (i) operating and administrative costs, and (ii) Project costs. Unless agreed otherwise by the City, the DMCC Funding Request shall not include any amounts for damages, interest (except as such interest is stated as being reimbursable in Section 3.4 of the EDA Agreement), or losses incurred by the DMCC or the EDA as a result of the DMCC's or the EDA's acts or omissions, other than insurance deductibles, nor any amounts due to the City for the DMCC or the EDA indemnification of the City under the EDA Agreement. Funding of the DMCC Biennial Costs shall be made as set forth in Section 4.3."

9. *Section 4.1.2 Annual Budget* shall be deleted in its entirety and replaced with the following:

"**4.1.2. <u>Biennial Budget</u>.** The DMCC shall adopt, on a biennial basis, a budget (the "**Biennial Budget**"). The Biennial Budget must show the DMCC's assets (including reserves) and liabilities, anticipated receipts and expenditures for the next two fiscal years, anticipated Support, and whether the DMCC intends in the ensuing two fiscal years to incur any long-term debt, mortgage or encumber any of its assets, purchase or acquire all or substantially all of the assets of another entity, or lend money to or guarantee obligations of another person or entity. The City agrees to provide information to the DMCC as to anticipated Support for inclusion in the Biennial Budget. The Biennial Budget shall be provided to the City and shall be accompanied by the Work Plan Documents as approved by the DMCC for the applicable period (which period shall be included in, but may be shorter than the period over which the Biennial Budget extends) as well as the detailed budget information reviewed by the DMCC Board of Directors in its approval of the Biennial Budget. The DMCC has approved the Biennial Budget for fiscal years 2026 and 2027, including the accompanying DMCC Funding Request, and the City acknowledges receipt and approval thereof. During the first fiscal year of each Biennial Budget, the DMCC may adopt modifications to the second fiscal year of the Biennial Budget (the "**Supplemental Budget**"); provided, however, adoption of a Supplemental Budget shall not be necessary and in the event no Supplemental Budget is adopted, the Biennial Budget shall continue to control for such second fiscal year."

10. *Section 4.2 Funding of DMCC Capital Costs* shall be deleted in its entirety and replaced with the following:

"**4.2 <u>Funding of DMCC Capital Costs</u>**. Starting with budget year 2025, the DMCC shall adopt, on a biennial basis, a Five-Year Capital Plan of Public Infrastructure Projects identified in the Development Plan, which identifies the DMCC Capital Costs as well as City capital costs, and shall provide it to the City for approval, which approval shall not be unreasonably withheld. The DMCC may request that the City approve funding, in whole or in part of the DMCC Capital Costs, according to the process in this section. Upon

submission and approval of a Five-Year Capital Plan, the City Council may provide preliminary approval of estimated DMCC Capital Costs identified in years one and two of such Plan. Preliminary year one and two approval does not signify approval of any DMCC Capital Costs identified in years 3 through 5 of the Five-Year Capital Plan. Final City approval of the actual appropriation of funds for DMCC Capital Costs identified in the first two years of a Five-Year Capital Plan will be provided upon a later specific approval of each Public Infrasturcture Project by the DMCC Board and the Mayor and City Council, subject to the availability of funds for the Public Infrastructure Project and a determination that the City has the capacity to bond for the Public Infrastructure Project, if needed, as determined solely by the City. The City's final approval of a multi-year Public Infrastructure Project shall include the funding schedule for such project and the subsequent draws consistent with that schedule shall not require additional approval."

11. *Section 4.2.1 Approval of Less than Full Amount of DMCC Capital Costs* shall be deleted in its entirety and replaced with the following:

"**4.2.1 Approval of Less than Full Amount of DMCC Capital Costs**. If the City Council does not provide preliminary approval of the estimated DMCC Capital Costs identified in years one and two of the Five Year Capital Plan submitted by the DMCC, then the City Council shall state its reasons in writing and provide an opportunity for the DMCC to respond. If, after such response, there is still not agreement, the Chair of the DMCC and the City Administrator shall meet and confer, and attempt to reach agreement. Additional recommendations may be submitted by the Chair of the DMCC and the City Administrator by February 1 of the following year to the City Council and the DMCC for consideration."

12. *Section 4.3 City Consideration of DMCC Funding Request* shall be deleted in its entirety and replaced with the following:

"**4.3 City Consideration of DMCC Funding Request**. The City agrees that the City Administrator will include, in the biennial City budget proposal submitted for consideration by the City Council, the amount of the DMCC Funding Request submitted by the DMCC. The City also agrees that the City Administrator will include such Support requested by the DMCC and Support Costs in the biennial City budget proposal to the City Council for its approval. The City agrees that the City Council will consider the DMCC Funding Request in light of the DMCC's responsibilities under the DMC Act, the applicable Work Plan Documents, DMCC budget needs, including assets (including reasonable reserves) and liability, anticipated receipts, Support, and other available DMCC resources. By approving the DMCC Funding Request, the City Finance Director shall be deemed to be authorized by the City Council to make regular and timely payments to the DMCC Bank Account of the amounts set forth in such Funding Request as necessary from amounts legally available to the City, as provided in Section 4.6."

13. *Section 16.4 Notices* shall be amended to modify the notice address for the DMCC as follows:

If to the DMCC: Destination Medical Center Corporation
Attn: Chairperson
201 4th St. SE.
Rochester, Minnesota 55904
Fax No.: (507) 328-2727

With a copy to: Winthrop & Weinstine, P.A.
Attn: Tammera R. Diehm
225 South Sixth St., Suite 3500
Minneapolis, Minnesota 55402

14. **Conflicts**. Except as otherwise modified by this Amendment, the Original Agreement shall remain in full force and effect. In the event of any inconsistency between the terms and provisions of this Amendment and the terms and provisions of the Original Agreement, the terms and provisions of this Amendment will govern and control.

15. **Ratification**. The undersigned hereto hereby ratify and affirm all of the terms and provisions of the Original Agreement, as amended by this Amendment, and acknowledge that such terms and provisions are in full force and effect as herein modified.

16. **Counterparts and Electronic Signatures**. Signatures for this Amendment may be transmitted by email or facsimile or any other digital format in place of original signatures. This Amendment may be executed in multiple original or digital counterparts, each of which, when taken together, shall constitute an original.

[*Signature Page Follows*]

41080067v1

IN WITNESS WHEREOF, the Parties hereto have duly authorized this Amendment and agree to be bound by the provisions herein as of the Effective Date set forth above.

DMCC:

DESTINATION MEDICAL CENTER CORPORATION

_____

By: Pamela Wheelock, Chair

CITY OF ROCHESTER:

_____

By: Kim Norton, Mayor

_____

By:_____

City Clerk

[SIGNATURE PAGE TO FIRST AMENDMENT TO AGREEMENT FOR DMCC FUNDING AND SUPPORT]

SECOND AMENDMENT TO
THE WORKING CAPITAL LOAN AGREEMENT
(DMCC-CITY)

THIS SECOND AMENDMENT TO THE WORKING CAPITAL LOAN AGREEMENT (this "**Amendment**") is made effective as of _____, 2025 (the "**Effective Date**") by and between Destination Medical Center Corporation, a Minnesota non-profit corporation (the "**DMCC**"), and the City of Rochester, Minnesota, a Minnesota municipal corporation (the "**City**") (each a "**Party**" and collectively, the "**Parties**").

RECITALS

A. The Working Capital Loan Agreement was originally executed by and between the Parties on April 30, 2015, but effective for all purposes as of April 1, 2014, and was subsequently amended by the First Amendment to the Working Capital Loan Agreement on December 31, 2016 (collectively, the "**Agreement**").

B. The Parties hereto desire to amend the Agreement to make language provided therein consistent with a biennial budget, as opposed to an annual budget.

AGREEMENT

NOW, THEREFORE, the Agreement shall be amended as follows:

1. **General Terms**. From and after the Effective Date of this Amendment, all references in the Agreement to: (i) "annual DMCC Funding Request", (ii) "DMCC annual costs", (iii) "annual EDA Budget", (iv) "annual budget process", (v) "annual budget", (vi) "annual reconciliation", and (vii) EDA Annual Budget Expenditures, shall be amended to replace "annual" with "biennial".

2. *Section 1.1(m) DMCC Funding Request* shall be deleted in its entirety and replaced with the following:

"(m) "DMCC Funding Request" means, on a biennial basis, the DMCC total funding request for such two-year fiscal period, which includes projected DMCC Eligible Expenses for such two-year fiscal period and a biennial EDA Budget for such two-year fiscal period."

3. *Section 1.1(w) EDA Budget* shall be deleted in its entirety and replaced with the following:

"(w) "EDA Budget" means the budget approved by the DMCC on a biennial basis and in connection with a DMCC-approved Work Plan (as defined in the DMCC-EDA Agreement) and City-approved DMCC Funding Request."

4. *Section 2.8(a) Request for Extension* shall be deleted in its entirety and replaced with the following:

" (a) *Request for Extension*. An extension of the Term, and concomitant renewals of the DMCC Note and the EDA Note (or extensions of the maturity dates of the DMCC Note

and the EDA Note) to a date no later than December 31 of the calendar year that is two years after the then-current calendar year, or the Termination Date, whichever is earlier, may be requested by the DMCC or the EDA, respectively, in accordance with this Section 2.8 and the Working Capital Loan Agreement (DMCC-EDA). Such request for an extension (the "Extension Request") shall be in writing, shall be accompanied by the biennial reconciliation of Advances and Eligible Expenses paid from such Advances as required by Section 2.6, shall include a proposed loan amount (in the form of Exhibit C or in a written form mutually agreed upon by the parties). The Extension Request shall be submitted to the City with the DMCC Funding Request (including the proposed EDA Budget) for the next-following two year period, in accordance with the DMCC-City Agreement and the DMCC-EDA Agreement."

5. *Section 2.8(b) Approval of Request for Extension* shall be deleted in its entirety and replaced with the following:

"(b) *Approval of Request for Extension*. Approval of a biennial DMCC Funding Request will be in accordance with the DMCC-City Agreement. By its approval of a biennial DMCC Funding Request, the City will be deemed to have approved the projected DMCC Eligible Expenses and the EDA Budget incorporated therein. By its approval of the properly submitted Extension Request by the DMCC (and the EDA Extension Request included therewith) as set forth in Section 2.8(a), the City shall be deemed to (i) extend the Term and renew or extend the maturity date of the DMCC Note, and the DMCC shall accordingly extend the term under the Working Capital Loan Agreement (DMCC-EDA) and renew or extend the maturity date of the EDA Note to the requested date (but no later than December 31 of the calendar year that is two years after the then-current calendar year, or the Termination Date, whichever is earlier), and (ii) adjust the principal amount of the DMCC Note in accordance with the approved Extension Request, and, as applicable the Maximum Aggregate DMCC Advances amount and the DMCC Outstanding Advance Cap (subject to subsection (c) below). Notwithstanding the foregoing, neither the City nor the DMCC shall be required to take any of the actions contemplated by clauses (i) or (ii) above if the DMCC Funding request is not approved in full by the City (regardless of whether or to what extent any particular element or component thereof may or may not have been approved in whole or in part), or if a Default or Event of Default exists and is continuing under this Agreement or if a "Default" or an "Event of Default" exists and is continuing under the Working Capital Loan Agreement (DMCC-EDA)."

6. *Section 7.3 Notices* shall be amended to modify the notice address for the DMCC as follows:

If to the DMCC: Destination Medical Center Corporation
Attn: Chairperson
201 4th St. SE.
Rochester, Minnesota 55904
Fax No.: (507) 328-2727
Email: tdiehm@winthrop.com

With a copy to: Winthrop & Weinstine, P.A.
Attn: Tammera R. Diehm
225 South Sixth St., Suite 3500
Minneapolis, Minnesota 55402
Email: tdiehm@winthrop.com

7. **Conflicts**. Except as otherwise modified by this Amendment, the Agreement shall remain in full force and effect. In the event of any inconsistency between the terms and provisions of this Amendment and the terms and provisions of the Agreement, the terms and provisions of this Amendment will govern and control.

8. **Ratification**. The undersigned hereto hereby ratify and affirm all of the terms and provisions of the Agreement, as amended by this Amendment, and acknowledge that such terms and provisions are in full force and effect as herein modified.

9. **Counterparts and Electronic Signatures**. Signatures for this Amendment may be transmitted by email or facsimile or any other digital format in place of original signatures. This Amendment may be executed in multiple original or digital counterparts, each of which, when taken together, shall constitute an original.

[*Signature Page Follows*]

41080069v2

IN WITNESS WHEREOF, the Parties hereto have duly authorized this Amendment and agree to be bound by the provisions herein as of the Effective Date set forth above.

DMCC:

DESTINATION MEDICAL CENTER CORPORATION

_____
By: Pamela Wheelock, Chair

_____
By: Mark Thein, Treasurer

CITY OF ROCHESTER:

_____
By: Kim Norton, Mayor

_____
By: _____
City Clerk

[SIGNATURE PAGE TO SECOND AMENDMENT TO THE WORKING CAPITAL LOAN AGREEMENT (DMCC-CITY)]

SECOND AMENDMENT TO
THE WORKING CAPITAL LOAN AGREEMENT
(DMCC-EDA)

THIS SECOND AMENDMENT TO THE WORKING CAPITAL LOAN AGREEMENT (this "**Amendment**") is made effective as of December 10, 2025 (the "**Effective Date**") by and between Destination Medical Center Corporation, a Minnesota non-profit corporation (the "**DMCC**"), and the Destination Medical Center Economic Development Agency (the "**EDA**") (each a "**Party**" and collectively, the "**Parties**").

RECITALS

A. The Working Capital Loan Agreement was originally executed by and between the Parties on April 30, 2015, but effective for all purposes as of April 1, 2014, and was subsequently amended by the First Amendment to the Working Capital Loan Agreement on December 31, 2016 (collectively, the "**Agreement**").

B. The Parties hereto desire to amend the Agreement to make language provided therein consistent with a biennial budget, as opposed to an annual budget.

AGREEMENT

NOW, THEREFORE, the Agreement shall be amended as follows:

1. **General Terms**. From and after the Effective Date of this Amendment, all references in the Agreement to: (i) "annual DMCC Funding Request", (ii) "DMCC annual costs", (iii) "annual EDA Budget", (iv) "annual budget process", (v) "annual budget", (vi) "annual reconciliation", and (vii) EDA Annual Budget Expenditures, shall be amended to replace "annual" with "biennial".

2. *Section 1.1(m) DMCC Funding Request* shall be deleted in its entirety and replaced with the following:

"(m) "DMCC Funding Request" means, on a biennial basis, the DMCC total funding request for such two-year fiscal period, which includes a biennial EDA Budget for such two-year fiscal period."

3. *Section 1.1(w) EDA Budget* shall be deleted in its entirety and replaced with the following:

"(w) "EDA Budget" means the budget approved by the DMCC on a biennial basis and in connection with a DMCC-approved Work Plan (as defined in the DMCC-EDA Agreement) and City-approved DMCC Funding Request."

4. *Section 2.8(a) Request for Extension* shall be deleted in its entirety and replaced with the following:

" (a) *Request for Extension*. An extension of the Term, and concomitant renewals of the EDA Note (or extensions of the maturity dates of the EDA Note) to a date no later than

December 31 of the calendar year that is two years after the then-current calendar year, or the Termination Date, whichever is earlier, may be requested by the EDA in accordance with this Section 2.8. Such request for an extension (the "Extension Request") shall be in writing, shall be accompanied by the biennial reconciliation of Advances and Eligible Expenses paid from such Advances as required by Section 2.6, shall include a proposed loan amount (in the form of Exhibit C or in a written form mutually agreed upon by the parties), and shall be made in connection with the DMCC Funding Request (including the proposed EDA Budget) for such two year period. If the DMCC approves the properly submitted Extension Request by the EDA, the DMCC will submit to the City an Extension Request as to the DMCC Note (and accompanying EDA Extension Request) with the DMCC Funding Request for the next-following two year period, in accordance with the DMCC-City Agreement and the DMCC-EDA Agreement."

5. *Section 2.8(b) Approval of Request for Extension* shall be deleted in its entirety and replaced with the following:

"(b) *Approval of Request for Extension*. Upon the city's approval of a DMCC Funding Request and the Extension Request (by the DMCC and the EDA), the DMCC shall (i) extend the Term and renew or extend the maturity date of the EDA Note to the requested date (but no later than December 31 of the calendar year that is two years after the then-current calendar year, or the Termination Date, whichever is earlier), and (ii) adjust the principal amount of the EDA Note in accordance with the approved Extension Request, and, as applicable the Maximum Aggregate EDA Advances amount and the EDA Outstanding Advance Cap (subject to subsection (c) below). Notwithstanding the foregoing, the DMCC shall not be required to take any of the action contemplated by clauses (i) or (ii) above if the DMCC Funding request is not approved in full by the City (regardless of whether or to what extent any particular element or component thereof may or may not have been approved in whole or in part), if the Extension Request is not approved by the City, or if a Default or Event of Default exists and is continuing.

6. *Section 7.3 Notices* shall be amended to modify the notice address for the DMCC as follows:

If to the DMCC: Destination Medical Center Corporation
Attn: Chairperson
201 4th St. SE.
Rochester, Minnesota 55904
Fax No.: (507) 328-2727
Email: tdiehm@winthrop.com

With a copy to: Winthrop & Weinstine, P.A.
Attn: Tammera R. Diehm
225 South Sixth St., Suite 3500
Minneapolis, Minnesota 55402
Email: tdiehm@winthrop.com

7. **Conflicts**. Except as otherwise modified by this Amendment, the Agreement shall remain in full force and effect. In the event of any inconsistency between the terms and provisions of this Amendment and the terms and provisions of the Agreement, the terms and provisions of this Amendment will govern and control.

8. **Ratification**. The undersigned hereto hereby ratify and affirm all of the terms and provisions of the Agreement, as amended by this Amendment, and acknowledge that such terms and provisions are in full force and effect as herein modified.

9. **Counterparts and Electronic Signatures**. Signatures for this Amendment may be transmitted by email or facsimile or any other digital format in place of original signatures. This Amendment may be executed in multiple original or digital counterparts, each of which, when taken together, shall constitute an original.

[*Signature Page Follows*]

41080071v2

IN WITNESS WHEREOF, the Parties hereto have duly authorized this Amendment and agree to be bound by the provisions herein as of the Effective Date set forth above.

DMCC:

DESTINATION MEDICAL CENTER CORPORATION

_____
By: Pamela Wheelock, Chair

_____
By: Mark Thein, Treasurer

EDA:

DESTINATION MEDICAL CENTER ECONOMIC DEVELOPMENT AGENCY

_____
By: Clark Otley, M.D., Chair, Chair

_____
By:_____
Its Treasurer

ACKNOWLEDGED AND APPROVED:

CITY OF ROCHESTER

_____
By: Kim Norton, Mayor

_____
By: _____
City Clerk

[SIGNATURE PAGE TO SECOND AMENDMENT TO THE WORKING CAPITAL LOAN AGREEMENT (DMCC-EDA)]

DESTINATION MEDICAL CENTER CORPORATION

RESOLUTION NO. 186-2025

A RESOLUTION APPROVING AMENDMENTS TO REFLECT BIENNIAL BUDGET

The following Resolution was offered by Kim Norton, seconded by Mark Thein.

BACKGROUND RECITALS

A. The Destination Medical Center Corporation ("**DMCC**") has historically operated under an annual budgeting framework, preparing, approving, and administering its budget on a fiscal-year basis; and

B. DMCC has determined that transitioning from an annual budget to a biennial budget is in its best interests to align with the biennial budgeting process followed by the City of Rochester; and

C. In order to effectuate the transition to a biennial budget, DMCC has caused a review of its governing documents, and other agreements, including applicable loan documents, relating to or referencing such annual budget to identify all provisions referencing or relying upon an annual budget cycle; and

D. Though this review, DMCC determined that the Amended and Restated Articles of Incorporation, the Bylaws, the Agreement for Destination Medical Center Services, the Agreement for DMCC Funding and Support, the Working Capital Loan Agreement (DMCC – EDA), and the Working Capital Loan Agreement (DMCC-City) (collectively, the "**Budget Documents**") each contain references to, or requirements for, an annual budget and therefore must be amended to reflect the adoption of a biennial budgeting process; and

E. To implement the biennial budget framework, DMCC has prepared, reviewed, and desires to formally adopt, in substantially similar forms to what was presented to and reviewed by the Board at the duly held meeting, the following amended Budget Documents: (1) First Amendment to Amended and Restated Articles of Incorporation of Destination Medical Center Corporation ("**Articles Amendment**"), (2) First Amendment to Bylaws of Destination Medical Center Corporation ("**Bylaws Amendment**"); (3) First Amendment to Agreement for Destination Medical Center Services ("**DMC Service Agreement Amendment**"); (4) First Amendment to Agreement for DMCC Funding and Support ("**Funding Amendment**"); (5) Second Amendment to the Working Capital Loan Agreement (DMCC-EDA) ("**EDA Loan Amendment**"); and (6) Second Amendment to the Working Capital Loan Agreement (DMCC-City) ("**City Loan Amendment**") (collectively, the "**Budget Amendments**").

RESOLUTION

NOW, THEREFORE, BE IT RESOLVED, by the requisite vote of the DMCC Board of Directors, that the Budget Amendments be, and hereby are, ratified and approved, conditioned upon receiving requisite further approvals from the City or counter-parties to the Budget Documents, as applicable and where required by the terms of the applicable Budget Documents.

BE IT FURTHER RESOLVED, that the Chair or Treasurer of the DMCC is hereby authorized and directed to transmit this Resolution to the City of Rochester and other necessary counter-parties and to take such actions as are necessary or convenient to effectuate and carry out the foregoing resolutions.

41201721v4

RESOLUTION

A Resolution Approving Amendments to reflect Destination Medical Center Corporation (DMCC) Biennial Budget.

WHEREAS, the Destination Medical Center Corporation (DMCC) has historically operated under an annual budgeting framework, preparing, approving and administering its budget on a fiscal-year basis; and

WHEREAS, the City Council of the City of Rochester must review and approve the DMCC's budget; and

WHEREAS, the City Council approved the 2026 Destination Medical Center Corporation (DMCC) Operating Budget, the 2026-2030 DMCC Capital Budget, the DMCC and the DMC Economic Development Agency Working Capital Loan Extensions; and

WHEREAS, the City Council and DMCC have determined that transitioning DMCC from an annual budget to a biennial budget is in its best interests to align with the biennial budgeting process followed by the City of Rochester; and

WHEREAS, In order to effectuate the transition to a biennial budget, DMCC has caused a review of its governing documents, and other agreements, including applicable loan documents, relating to or referencing such annual budget to identify all provisions referencing or relying upon an annual budget cycle; and

WHEREAS, Though this review, DMCC determined that the Amended and Restated Articles of Incorporation, the Bylaws, the Agreement for Destination Medical Center Services, the Agreement for DMCC Funding and Support, the Working Capital Loan Agreement (DMCC – EDA), and the Working Capital Loan Agreement (DMCC-City) (collectively, the "Budget Documents") each contain references to, or requirements for, an annual budget and therefore must be amended to reflect the adoption of a biennial budgeting process; and

WHEREAS, To implement the biennial budget framework, DMCC has prepared, reviewed, and desires to formally adopt, in substantially similar forms to what was presented to and reviewed by the Board at the duly held meeting, the following amended Budget Documents: (1) First Amendment to Amended and Restated Articles of Incorporation of Destination Medical Center Corporation ("Articles Amendment"), (2) First Amendment to Bylaws of Destination Medical Center Corporation ("Bylaws Amendment"); (3) First Amendment to Agreement for Destination Medical Center Services ("DMC Service Agreement Amendment"); (4) First Amendment to Agreement for DMCC Funding and Support ("Funding Amendment"); (5) Second Amendment to the Working Capital Loan Agreement (DMCC-EDA) ("EDA Loan Amendment"); and (6) Second Amendment to the Working Capital Loan Agreement (DMCC-City) ("City Loan Amendment") (collectively, the "Budget Amendments").

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Rochester that the Council hereby approves the transition of the Destination Medical Center Corporation to a biennial budget; approves the related amendments to the governing and funding agreements in substantially the forms presented; authorizes the Mayor and City Clerk to execute the amendments subject to City Attorney approval; and directs staff to implement the biennial budget framework consistent with City policy and prior Council actions.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

Public Hearing Participation Guidelines

Public hearings are an opportunity to provide input to the Council about a specific item, action, or project going in front of the Council for approval.

- ✓ For public hearings about various development projects, the applicant (and/or applicant's representative) may present for a total of 10 minutes prior to the start of the public hearing and may provide a rebuttal of up to 5 minutes after the public hearing has closed.
- ✓ The applicant may also answer informational questions from the Council until a motion has been made, after which all external comments end.
- ✓ All public hearing speakers will be limited to 5 minutes each.
- ✓ Public hearing speakers may only speak once during a given public hearing.
- ✓ The public hearing speaker shall provide their name.
- ✓ Groups who have a similar view on the subject matter of the hearing are encouraged to designate a spokesperson. This spokesperson does not receive extra time.
- ✓ A public hearing speaker may yield their remaining time to another. A public hearing speaker who yields their time may not speak again once the allotted 5 minutes are spent.
- ✓ When appropriate, priority will be given to those public hearing speakers who may be immediately impacted by the Council's decision, e.g. neighborhood residents.
- ✓ A timer will be used to manage public hearing speaker times.
- ✓ Currently no virtual participation option is available. If you are unable to attend in-person to provide public comment, or you would prefer to submit your comments through a different medium, the following contact methods are also available:
  - Email the City by Noon on the day of the meeting at the email address publiccomment@rochestermn.gov and your comment will be distributed to the City Council prior to the meeting that day.
  - Fill out a written open comment form in-person at the Council Meeting and give it to the Clerk.
  - Send an open comment In the mail to:

City of Rochester - City Clerk
201 4th St SE, Ste 135
Rochester, MN 55904

  - Send an email to your individual Councilmember – find their email addresses on the City's website under City Council – Council Members.
  - Send an email to the full Council at citycouncil@rochestermn.gov.

Questions? Contact the City Clerk's Office: 507-328-2900 or cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Reconstruction of Center Street E from the Zumbro River Bridge to 11th Ave NE/SE - Project No. J7348

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Public Works

AGENDA SECTION:
Public Hearings

PRESENTER:
Amy Kreofsky

Action Requested:

Adopting a Resolution levying the proposed assessments related to the Reconstruction of Center Street E from the Zumbro River Bridge to 11th Ave NE/SE - Project No. J7348

Report Narrative:

Center St E pavement and public utilities are nearing the end of their useful life. This project will address the aging infrastructure and include full reconstruction of the two-lane urban concrete roadway, sanitary sewer, storm sewer, and water main. The reconstruction will modify the roadway geometry and align it with the City's Complete Street Policy. Pedestrian ramps will be reconstructed to meet current Americans with Disabilities Act (ADA) standards. A mini-roundabout will be installed at the intersection of 11th Ave and E Center St. Additionally, maintenance of the Center St Bridge over the Zumbro River will be completed.

A portion of this project will be funded through special assessments. The use of special assessments requires the City to follow MN Statute Chapter 429. On September 8, 2025, the Common Council initiated Chapter 429 proceedings by ordering the feasibility report, accepting the feasibility report, and calling for public hearings on the public improvements and the assessments.

A project hearing and an assessment hearing were held on November 3, 2025. Upon review of the project records, the City found no confirmation that the initial mailing planned for September 2025 was sent. To ensure the City meets statutory requirements, and property owners have the opportunity to be heard, another assessment hearing was scheduled for January 5, 2026.

Notice for the assessment hearing has been mailed to affected property owners and published in the City's official newspaper, as required by state statute.

Project Cost to be Assessed

The estimated project cost to be assessed is $574,841.79.

If the City Engineer subsequently determines that the assessments to be collected for the project exceed the actual costs, they may direct the City Clerk to modify the assessment rolls appropriately, thereby reducing the amounts on each parcel for which assessments are to be collected.

Project Cost Distribution

An assessment role was prepared in accordance with the City Assessment Policy adopted in 2022. A portion (25%) of the qualifying street reconstruction items would be paid from assessment charges to abutting property owners, and water service line replacement will be charged at the rate established in the fee schedule.

Assessment Period

All assessments are proposed for payment over ten years, with interest charged at a rate of 5% annually on the unpaid balance. This hearing is adopting the assessments. However, billings and certification will not be sent until the project is substantially completed. If work is completed in 2026, property owners will see the assessment on their 2027 tax statements.

The total estimated construction cost for this project, including 10% construction contingencies, is $6,553,998.99. The total project cost, including engineering, administrative, and other indirect costs, is $7,445,226.

Priorities & Foundational Principles:

Fiscal Responsibility & Sustainability
Public Safety

Policy Considerations & DEI Impact:

The project aligns with the recently completed Active Transportation Plan. Active transportation includes walking and rolling, biking, other forms of non-motorized transportation, and micro-mobility as part of the broader vision of a well-planned transportation network supporting a variety of walkable, mixed-use, and mixed-income development patterns that improve economic opportunity and the quality of life for residents and visitors. This project will improve our bicycle network connectivity, equity, and safety, which are guiding principles of the City's Active Transportation Plan. This project also supports the City's Complete Streets Policy to consider all modes of transportation in our community when making infrastructure improvements.

The Council adopted an updated Assessment Policy in 2022, and this project is being prepared in accordance with that policy. Eligible costs to be assessed include all work to reconstruct the street, excluding the utility replacements. A portion (25%) of the street reconstruction costs is shared proportionately amongst the neighboring properties (based on estimated market value), and the remaining street items (75%) are funded with other City sources. Water services that are being replaced will be assessed to the property owner at the rate established in the City Fee Schedule.

Prior Legislative Actions & Community Engagement:

February 27, 2013: Council Meeting - ADA Transition Plan adopted
November 2, 2022: Council Meeting - Active Transportation Plan adopted
April 8, 2024: Council Meeting - Contract with Short Elliot Hendrickson Inc. for Professional Engineering Design Services for Reconstruction of Center St E - Project No. J7348
September 9, 2024: PBAC Meeting - Presentation of Concepts
September 11, 2024: Public Open House 1
November 18, 2024: Council Meeting - Layout Approval and Support for Utilization of Grant Funds from the State Active Transportation Infrastructure Program for Center St East from Zumbro River Bridge to 11th Ave NE/SE - Project No. J7348
February 12, 2025: Public Open House 2
July 7, 2025: Council Meeting - Contract Amendment with Short Elliot Hendrickson Inc. for Professional Engineering Design Services for Reconstruction of Center St E - Project No. J7348
September 8, 2025: Council Meeting - Feasibility Report, Ordering of Project Hearing and Assessment Hearing
September 15, 2025: Project Hearing and Assessment Hearing Notice were mailed to the affected

property owners
October 4, 2025: Project Hearing and Assessment Hearing posted in Post Bulletin
October 18, 2025: Project Hearing and Assessment Hearing posted in Post Bulletin
November 3, 2025: Council Meeting - Project Hearing and Assessment Hearing
November 17, 2025: Council Meeting - Setting an Assessment Hearing for January 5, 2026
November 24, 2025: Assessment Hearing Notices mailed to the affected property owners
December 8, 2025: Council Meeting - Contract Amendment with Short Elliot Hendrickson Inc. for Professional Engineering Design Services for Reconstruction of Center St E, Accepting the Plans and Specifications, and Authorizing Advertisement for Bid - Project No. J7348
December 13, 202: Assessment Hearing published in Post Bulletin

Fiscal & Resource Impact:

The total estimated project cost is $7,445,226.13, including 25% Engineering, Interest, and Contingences (EICs), with an estimated $574,841.79 being assessed to abutting parcels. The following are the estimated funding sources/amounts for this project, including engineering and contingencies:

Funding Sources	Amount
Assessments	$574,842
Municipal State Aid	$4,498,891
Water Utility	$1,387,269
Sewer Utility	$946,223
City Reserves (J2200)*	$13,000
Estimated Total Project Funding	$7,445,226

*For a temporary easement required to construct the project.

Alternative Action(s):

No alternative actions are suggested at this time.

Prepared By:

Amy Kreofsky

Attachments:

Assessment Roll - Reconstruction of Center St E - Project No. J7348

Assessment Map - Reconstruction of Center St E - Project No. J7348

Assessment Hearing Notice - Project No. J7348

Resolution - Adopt Assessments - Reconstruction of Center St E from Zumbro River Bridge to 11th Ave - Project No. J7348

Certificate of Notification

I hereby certify that the following property owners received individual notification via U.S. Mail on the proposed local assessment project.

Mailed on: _____ Approved by: _____
Date Authorized Signature

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
	Aries, Minnie Add			
Zimmerman Trustee,John A 1502 23 St NW Byron, MN 55920-1287	SECT-36 TWP-107 RANGE-014 ARIES, MINNIE ADD LOT-001 N52 1/2FT E76FT LOTS 1 AND 2	74.36.33.000804	001	

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	2,699.41	1.00	$2,699.41
Amount to be Assessed:			$2,699.41

	Buffingham Square			
Hashmi,Seema Rizwan 2454 6 Ave East Meadow, NY 11554	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 101 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON TH W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026592		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,139.73	1.00	$1,139.73
Amount to be Assessed:			$1,139.73

Rustic Room LLC 15005 Ardgillan Rd Rosemount, MN 55068	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 103 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026593		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,257.18	1.00	$1,257.18
Amount to be Assessed:			$1,257.18

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Neumann,Larry A 704 Center St E Apt 201 Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 201 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL OF THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026594		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,099.69	1.00	$1,099.69
Amount to be Assessed:			$1,099.69

El Khoury,Louis 704 Center St E Apt 202 Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 202 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL OF THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026595		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,199.34	1.00	$1,199.34
Amount to be Assessed:			$1,199.34

Craven 203 LLC 13110 Lakefront Lane NW Oronoco, MN 55960	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 203 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL OF THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026596		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73
Amount to be Assessed:			$1,252.73

Rustic Room LLC 15005 Ardgillan Rd Rosemount, MN 55068	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 204 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026597		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73
Amount to be Assessed:			$1,252.73

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
The Rustic Room LLC 15005 Ardgillan Rd Rosemount, MN 55068	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 301 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026598		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73
Amount to be Assessed:			$1,252.73

Center Street Condos LLC 15005 Ardgillan Rd Rosemount, MN 55068	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 302 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026599		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,099.69	1.00	$1,099.69
Amount to be Assessed:			$1,099.69

Center Street Condos LLC 15005 Ardgillan Rd Rosemount, MN 55068	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 303 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026600		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,099.69	1.00	$1,099.69
Amount to be Assessed:			$1,099.69

Rustic Room LLC 15005 Ardgillan Rd Unit A-310 Rosemount, MN 55068	SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 304 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14	74.36.34.026601		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73
Amount to be Assessed:			$1,252.73

Center Street Village

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 1 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000806		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 2 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000807		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 3 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000808		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 4 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000809		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 5 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000810		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 6 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000811		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 7 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000812		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 8 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000813		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 9 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000814		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 10 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000815		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 11 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000816		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 12 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000817		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 14 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000818		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 15 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000819		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 16 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000820		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 17 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000821		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 18 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000822		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 19 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000823		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 20 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000824		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW 230 Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 21 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000825		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 22 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000826		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 23 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000827		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 24 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000828		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 25 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000829		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 26 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000830		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 27 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000831		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 28 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000832		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 29 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000833		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 30 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000834		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 31 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000835		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 32 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000836		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 33 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000837		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 34 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000838		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 35 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000839		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 36 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000840		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

Center Street Properties LLC 12 Elton Hills Dr NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 37 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION	74.36.33.000841		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	901.29	1.00	$901.29
Amount to be Assessed:			$901.29

City Lands 107-14-36 State Plt

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Pougiales Se Rochester LLC 1114 Captains Walk St Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W55FT E271FT N180FT SEC 36-107-14 LOT 7	74.36.33.026571		

	Quantity	Unit Cost	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	311.40	1.00	$311.40
Amount to be Assessed:			$924.34

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Pougiales Se Rochester LLC 1114 Captains Walk St Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W33FT E66FT N130FT SEC 36-107-14 LOT 7	74.36.33.026572		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,843.50	1.00	$1,843.50
Amount to be Assessed:			$3,682.34

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Pougiales Se Rochester LLC 1114 Captains Walk St SE Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W75FT E141FT N130FT SEC 36-107-14 LOT 7	74.36.33.026573		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,031.23	1.00	$2,031.23
Amount to be Assessed:			$3,870.07

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Pougiales Se Rochester LLC 1114 Captains Walk St SE Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT N180FT W75FT E216FT SEC 36-107-14 LOT 7	74.36.33.026578		

	Quantity	Unit Cost	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	3,006.37	1.00	$3,006.37
Amount to be Assessed:			$3,619.31

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Pougiales Se Rochester LLC 1114 Captains Walk St Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E63 2/3FT W75FT S57FT N280FT E216FT SEC 36-107-14 LOT 7	74.36.33.026579		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	322.97	1.00	$322.97
Amount to be Assessed:			$322.97

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Pougiales Se Rochester LLC 1114 Captains Walk St Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM 216FT W AND 180FT S NE LOT 7 TH S43FT TH W89.9FT TO E LINE RIVER DRIVE TH SELY 77 1/2FT TH E TO A PT 100FT S AND 11 1/3FT E OF BEG TH N57FT TH NWLY TO BEG AND COM AT A PT 216FT W AND 203FT S OF NECOR LOT 7 FOR PL OF BEG TH S20FT TH E25FT TH NWLY 32.35FT TO BEG LESS PC TO PARSONS LOT 7	74.36.33.026580		

	Quantity	Unit Cost	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Amount to be Assessed:			$612.94

Sadler Trust,Susan M 12 Mayo Park Dr SE Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM 271FT W AND 130FT S OF NE COR LOT 7 TH W55FT TH S5FT TH W42 1/2FT TH S TO A PT 179 1/4FT S AND 346FT W OF NE COR TH E75FT TH N49 1/2FT TO BEG LOT 7	74.36.33.026581		

	Quantity	Unit Cost	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Amount to be Assessed:			$612.94

Pougiales Se Rochester LLC 1114 Captains Walk St SE Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM 141FT W AND 180FT S OF NECOR LOT 7 TH W215.88FT PAR WITH S LINE 5TH ST TH SELY ALONG PARK DRIVEWAY TO A PT 164.8FT W AND 43FT S OF PL OF BEG TH E164.8FT TH N43FT TO BEG LESS A TRI PC TO BENIKE AND COM AT A PT 216FT W AND 180FT S OF NECOR LOT 7 FOR PL OF BEG TH S43FT TH E11 1/3FT TH NWLY TO BEG LOT 7	74.36.33.026582		

	Quantity	Unit Cost	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	1,905.78	1.00	$1,905.78
Amount to be Assessed:			$2,518.72

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Pougiales Se Rochester LLC 1114 Captains Walk St Sanibel, FL 33957	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-007 COM 326FT W OF NECOR LOT 7 TH W75FT TH S50FT TH SE TO A PT 100FT S OF CENTER ST 386FT W OF E LINE LOT 7 TH SE TO A PT 135FT S OF N LINE & 368.5FT W OF E LINE TH E42.5FT TH N TO BEG LOT 7	74.36.33.026583	007	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,560.62	1.00	$2,560.62
Amount to be Assessed:			$4,399.46

Psgto LLC 12 Mayo Park Dr SE Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W55FT E326FT N130FT SEC 36-107-14 LOT 7	74.36.33.026585		

	Quantity	Unit Cost	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	3,537.53	1.00	$3,537.53
Amount to be Assessed:			$4,150.47

Olmsted County Hra 2117 Campus Dr SE Rochester, MN 55904-3798	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-017 W100FT LOT 17 LESS COM AT A PT WH W LINE LOT 17 INTER R O W LINE CNWRR TH S150FT TH E59FT TH N133.62FT TO A PT ON SD R O W LINE TH NWLY AL SD R O W LINE 61.29FT TO BEG SEC 36 107 14	74.36.33.026665	017	

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	41,202.97	1.00	$41,202.97
Amount to be Assessed:			$41,202.97

Fleming,Kevin C 511 E Center St Rochester, MN 55904-4652	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E50FT W150FT S215FT SEC 36-107-14 LOT 18	74.36.33.026669		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,533.08	1.00	$3,533.08
Amount to be Assessed:			$5,371.92

Fleming,Kevin C 511 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E60FT W210FT S215FT SEC 36-107-14 LOT 18	74.36.33.026670		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,231.42	1.00	$2,231.42
Amount to be Assessed:			$4,070.26

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Fleming,Kevin C 511 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E60FT W270FT S215FT SEC 36-107-14 LOT 18	74.36.33.026671		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,437.83	1.00	$2,437.83
Amount to be Assessed:			$4,276.67

Clark,Thea M PO Box 275 Victor, ID 83455	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E60FT S215FT SEC 36-107-14 LOT 18	74.36.33.026672		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	4,310.70	1.00	$4,310.70
Amount to be Assessed:			$6,149.54

City Of Rochester 201 4 St SE Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-019 7.20 AC LOT 19 LESS E148FT S200FT SEC 36-107-14 LOT 19	74.36.33.026675	019	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
4in Water Service	1.00	2,702.40	$2,702.40
Street Reconstruct 25%	3,330.22	1.00	$3,330.22
Amount to be Assessed:			$7,871.46

Turnquist,Benjamin 1625 Ancaster Dr Byron, MN 55920	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E48FT W96FT E183FT N148 1/2FT SEC 36-107-14 LOT 9	74.36.34.026591		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,601.54	1.00	$2,601.54
Amount to be Assessed:			$4,440.38

Sweet,Desiree M 2906 15 Ave SW Rochester, MN 55902	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W54FT E87FT N98 1/2FT SEC 36-107-14 LOT 9	74.36.34.026602		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,509.01	1.00	$2,509.01
Amount to be Assessed:			$4,347.85

Jdg Real Estate LLC 16793 County 2 Chatfield, MN 55923	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W48FT E183FT N148 1/2FT SEC 36-107-14 LOT 9	74.36.34.026603		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,224.30	1.00	$2,224.30
Amount to be Assessed:			$4,063.14

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Robinson,Andrew 816 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W94FT E194FT N148 1/2FT SEC 36-107-14 LOT 10	74.36.34.026609		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,895.15	1.00	$2,895.15
Amount to be Assessed:			$4,733.99

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Robinson,Andrew 816 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W67FT E100FT N148 1/2FT SEC 36-107-14 LOT 10	74.36.34.026610		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,165.58	1.00	$2,165.58
Amount to be Assessed:			$4,004.42

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Hiniker Properties LLC 3747 David Ln SW Rochester, MN 55902	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-011 COM AT A PT ON S LINE CENTER ST E 225FT W OF NECOR LOT 11 TH S148 1/2FT TH W74 1/2FT TH NLY TO S LINE CENTER ST E75 1/2 W OF BEG TH E TO BEG LOT 11	74.36.34.026617	011	

	Quantity	Unit Cost	Cost
1.5in Water Service	1.00	2,300.69	$2,300.69
Street Reconstruct 25%	5,945.11	1.00	$5,945.11
Amount to be Assessed:			$8,245.80

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Little,Amanda Marie 906 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-011 W50FT E225FT N148.5FT LOT 11	74.36.34.026618	011	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,341.74	1.00	$2,341.74
Amount to be Assessed:			$4,180.58

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Annabelle Properties LLC 609 4 St NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W37 1/2FT E175FT N148 1/2FT SEC 36-107-14 LOT 11	74.36.34.026619		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,966.28	1.00	$1,966.28
Amount to be Assessed:			$3,805.12

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Kinsey,Larry E PO Box 6736 Rochester, MN 55903-6736	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W37 1/2FT E137 1/2FT N148 1/2FT SEC 36-107- 14 LOT 11	74.36.34.026620		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,772.32	1.00	$1,772.32
Amount to be Assessed:			$3,611.16

1026 East Center Street LLC 126 Woodlake Dr SE Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W67FT E100FT N148 1/2FT SEC 36-107-14 LOT 11	74.36.34.026621		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	176.16	1.00	$176.16
Amount to be Assessed:			$176.16

1026 East Center Street LLC 126 Woodlake Dr SE Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-012 LOT 12 SEC 36-107-14	74.36.34.026628	012	

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	54,816.58	1.00	$54,816.58
Amount to be Assessed:			$54,816.58

Clark,Beverly 917 Center St E Rochester, MN 55904-4601	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM AT A PT ON N LINE E CENTER ST 166.1FT E OF PT WH E LINE 9TH AVE INTER N LINE CENTER ST N150FT E48.74FT TH SLY TO A PT ON N LINE CEN ST 50FT E OF BEG TH W TO BEG LOT 14	74.36.34.026631		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,067.71	1.00	$2,067.71
Amount to be Assessed:			$3,906.55

Cookman,Bruce T 915 Center St E Rochester, MN 55904-4601	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E50FT W232 1/12FT S150FT SEC 36-107-14 LOT 14	74.36.34.026632		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,404.07	1.00	$3,404.07
Amount to be Assessed:			$5,242.91

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Schroeder,Julie 909 Center St E Rochester, MN 55904-4601	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM AT A PT ON N LINE EAST CENTER ST 66FT 1 INCH E OF TH PT WH ELINE OF 9TH AVE 66FT WIDE CROSSES N LINE OF EAST CENTER ST TH E AL N LINE EAST CENTER ST 50FT TH N150FT TH W50FT TH S150FT TO BEG LOT 14	74.36.34.026633		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,261.72	1.00	$3,261.72
Amount to be Assessed:			$5,100.56

Ritzman,Nichole C 905 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E66 1/12FT W132 1/12FT S145FT SEC 36-107-14 LOT 14	74.36.34.026634		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,717.21	1.00	$2,717.21
Amount to be Assessed:			$4,556.05

Sims,Paul A 825 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E61FT S150FT SEC 36-107-14 LOT 15	74.36.34.026642		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,581.97	1.00	$2,581.97
Amount to be Assessed:			$4,420.81

Harberts,Kaitlyn 309 6 Ct SE Dover, MN 55929	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E58FT W157FT S165FT SEC 36-107-14 LOT 15	74.36.34.026643		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,151.34	1.00	$2,151.34
Amount to be Assessed:			$3,990.18

Brueske Trustee,Otto 815 Center St E Rochester, MN 55904-4602	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E58FT W215FT S150FT SEC 36-107-14 LOT 15	74.36.34.026644		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,270.57	1.00	$2,270.57
Amount to be Assessed:			$4,109.41

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Heartbeat Properties & Investments LLC 11 1 Ave SW Ste 201 Rochester, MN 55902	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E54FT W99FT LESS N150FT SEC 36-107-14 LOT 15	74.36.34.026645		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,429.83	1.00	$2,429.83
Amount to be Assessed:			$4,268.67

Iglesias,Damian 803 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W45FT LESS N150FT SEC 36-107-14 LOT 15	74.36.34.026646		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,086.40	1.00	$2,086.40
Amount to be Assessed:			$3,925.24

Cronin 819 LLC 2921 7 Ave NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W58FT E119FT S150FT SEC 36-107-14 LOT 15	74.36.34.026650		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,383.56	1.00	$2,383.56
Amount to be Assessed:			$4,222.40

Eagen Real Estate LLC 17468 Ixonia Path Lakeville, MN 55044	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E50FT S200FT SEC 36-107-14 LOT 16	74.36.34.026655		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,920.91	1.00	$1,920.91
Amount to be Assessed:			$3,759.75

Heartbeat Properties & Investments LLC 11 1 Ave SW Ste 201 Rochester, MN 55902	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W50FT E100FT S200FT SEC 36-107-14 LOT 16	74.36.34.026656		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,473.42	1.00	$2,473.42
Amount to be Assessed:			$4,312.26

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Sunshine Properties & Investments LLC 4318 Shetland Pl NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W60FT E160FT S200FT SEC 36-107-14 LOT 16	74.36.34.026657		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,964.55	1.00	$2,964.55
Amount to be Assessed:			$4,803.39

Majerus,Mary Jo Agnes 703 Center St E Rochester, MN 55904-4603	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT S100FT LESS E235FT SEC 36-107-14 LOT 16	74.36.34.026658		

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	2,493.00	1.00	$2,493.00
Amount to be Assessed:			$2,493.00

St George Ethiopian Orthodox Tewahido 804 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-010 .20 AC E59FT W92FT N148.5FT LOT 10	74.36.34.050971	010	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	7,822.42	1.00	$7,822.42
Amount to be Assessed:			$9,661.26

Perry,Klaudia 806 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-010 E44FT W136FT N148.5FT LOT 10	74.36.34.050972	010	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,122.87	1.00	$2,122.87
Amount to be Assessed:			$3,961.71

Abdalla,Omer PO Box 921 Rochester, MN 55903	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT W75FT E235FT S200FT LOT 16 SEC 36-107-14	74.36.34.070409		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,315.99	1.00	$3,315.99
Amount to be Assessed:			$5,154.83

Henry,Michael J 923 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E50FT S155.95FT LOT 14 SEC 36-107-14	74.36.34.081755		

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,852.40	1.00	$1,852.40
Amount to be Assessed:			$3,691.24

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
	Elliott And Hoffmans			
Kc Properties Of Rochester LLC 2109 Abigial Ln SW Rochester, MN 55902	SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-001 S84FT LOT 1	74.36.34.005884	001	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,664.67	1.00	$1,664.67
Amount to be Assessed:			$3,503.51

Midwest Business Group LLC 882 7 St NW Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-002 LOT 2	74.36.34.005886	002	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,108.64	1.00	$2,108.64
Amount to be Assessed:			$3,947.48

Delaney Trustee,Karen Kay 1015 Center St E Rochester, MN 55904-4680	SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-003 LOT 3	74.36.34.005887	003	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,144.23	1.00	$2,144.23
Amount to be Assessed:			$3,983.07

Schwalbe,Samuel S 1009 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-004 LOT 4	74.36.34.005888	004	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,737.62	1.00	$1,737.62
Amount to be Assessed:			$3,576.46

Blue Wolf Capital LLC 415 Broadway Ave S Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-006 LOT 6	74.36.34.005889	006	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,199.39	1.00	$2,199.39
Amount to be Assessed:			$4,038.23

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Doyle,Joseph E 1005 Center St E Rochester, MN 55904-4680	SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-005 LOT 5	74.36.34.005891	005	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,878.20	1.00	$1,878.20
Amount to be Assessed:			$3,717.04

R W Jordan Sub

Savage Real Estate Holdings Of Rochester 2701 VIola Heights Dr NE Rochester, MN 55906	SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-002 LOT 2	74.36.33.011235	002	

	Quantity	Unit Cost	Cost
1in Water Service	2.00	1,838.84	$3,677.68
Street Reconstruct 25%	6,355.27	1.00	$6,355.27
Amount to be Assessed:			$10,032.95

621 Center St LLC 3038 Jeremiah Ln NW Ste 201 Rochester, MN 55901	SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-003 LOT 3 AND N40FT LOT 4	74.36.33.011236	003	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	4,021.54	1.00	$4,021.54
Amount to be Assessed:			$5,860.38

Yngve,Kaia 623 Center St E Rochester, MN 55904	SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-004 S100FT LOT 4	74.36.33.011237	004	

	Quantity	Unit Cost	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,823.97	1.00	$2,823.97
Amount to be Assessed:			$4,662.81

Olmsted County Hra 2117 Campus Dr SE Rochester, MN 55904-3798	SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-001 LOT 1 AND S32FT LOT 16	74.36.33.011244	001	

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	434.18	1.00	$434.18
Amount to be Assessed:			$434.18

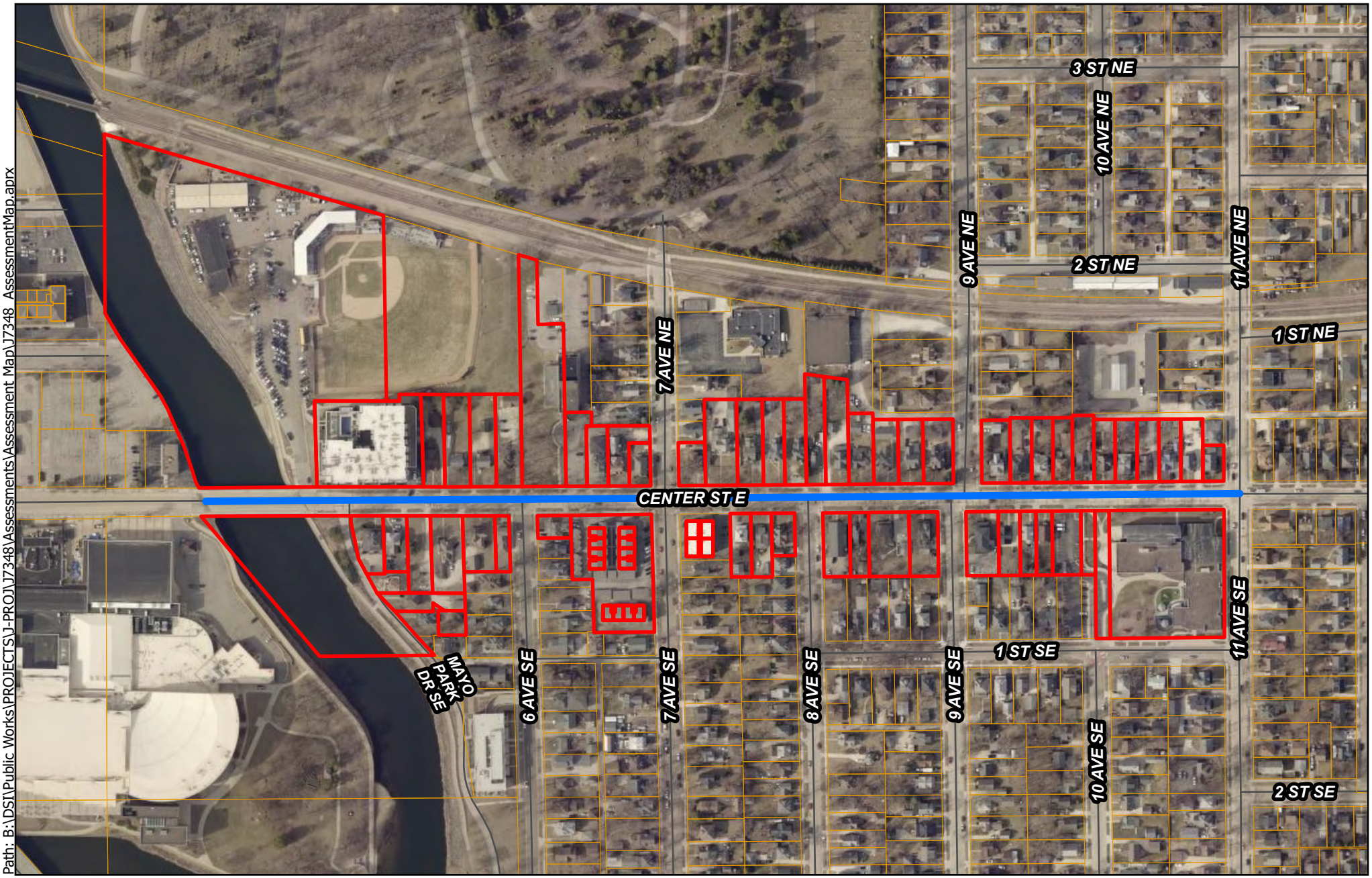
Riverwalk Apartments

Local Improvement Property List

Taxpayer's Name & Address	Legal Description	Property ID	Lot	Blk
Riverwalk Rochester LLC 1907 Wayzata Blvd Ste 180 Wayzata, MN 55391	SECT-36 TWP-107 RANGE-014 RIVERWALK APARTMENTS LOT-001 BLOCK-001	74.36.33.083628	001	001

	Quantity	Unit Cost	Cost
Street Reconstruct 25%	212,371.81	1.00	$212,371.81
Amount to be Assessed:			$212,371.81

Total Assessment for J7348:	$574,841.79
Total Number of Parcels Listed:	103



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CITY OF ROCHESTER MINNESOTA

City Of Rochester, MN
Project No. J7348

Map Created On 6/17/2025

- Project Location
- Parcel Boundary
- J7348 Assessment Parcels

Data contained has not been field verified and should be used as reference only. It is the user's responsibility for field verifying elevations, locations, dimensions, etc. to conduct detailed design.

The City of Rochester specifically disclaims all warranties, express or implied, including but not limited to implied warranties of fitness for a particular purpose, with respect to the information contained on this map. The City of Rochester shall have no liability with respect to any loss or damage directly or indirectly arising out of the use of

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Zimmerman Trustee, John A
Zimmerman Trustee, Alissa R
1502 23 St NW
Byron, MN 55920-1287

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

ARIES, MINNIE ADD
SECT-36 TWP-107 RANGE-014 ARIES, MINNIE ADD LOT-001 N52 1/2FT E76FT LOTS 1 AND 2

74.36.33.000804
604 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $2,699.41.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	2,699.41	1.00	$2,699.41

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within 10 days after service upon the Mayor or City Clerk.

View/Pay Assessments Online:
To view assessments online or make a payment visit our website at www.rochestermn.gov/assessments. Properties can be looked up either by street address or by 12 digit parcel identification number.

Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 1 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000806
620 Center St E APT 1
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

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CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 2 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000807
620 Center St E APT 2
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

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SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 3 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000808
620 Center St E APT 3
Rochester, MN

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The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 4 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000809
620 Center St E APT 4
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 5 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000810
620 Center St E APT 5
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 6 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000811
620 Center St E APT 6
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 7 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000812
620 Center St E APT 7
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 8 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000813
620 Center St E APT 8
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 9 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000814
620 Center St E APT 9
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 10 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000815
620 Center St E APT 10
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 11 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000816
620 Center St E APT 11
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court

within 10 days after service upon the Mayor or City Clerk.

View/Pay Assessments Online:
To view assessments online or make a payment visit our website at www.rochestermn.gov/assessments. Properties can be looked up either by street address or by 12 digit parcel identification number.

Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 12 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000817
620 Center St E APT 12
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 14 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000818
626 Center St E APT 14
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 15 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000819
626 Center St E APT 15
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 16 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000820
626 Center St E APT 16
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 17 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000821
626 Center St E APT 17
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 18 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000822
626 Center St E APT 18
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 19 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000823
626 Center St E APT 19
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 20 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000824
626 Center St E APT 20
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court

within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW 230
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 21 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000825
626 Center St E APT 21
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 22 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000826
626 Center St E APT 22
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 23 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000827
626 Center St E APT 23
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 24 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000828
626 Center St E APT 24
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 25 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000829
626 Center St E APT 25
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 26 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000830
632 Center St E APT 26
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 27 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000831
632 Center St E APT 27
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court

within 10 days after service upon the Mayor or City Clerk.

View/Pay Assessments Online:
To view assessments online or make a payment visit our website at www.rochestermn.gov/assessments. Properties can be looked up either by street address or by 12 digit parcel identification number.

Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 28 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000832
632 Center St E APT 28
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 29 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000833
632 Center St E APT 29
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 30 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000834
632 Center St E APT 30
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 31 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000835
632 Center St E APT 31
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 32 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000836
632 Center St E APT 32
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 33 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000837
632 Center St E APT 33
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 34 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000838
632 Center St E APT 34
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 35 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000839
632 Center St E APT 35
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 36 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000840
632 Center St E APT 36
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Properties LLC
12 Elton Hills Dr NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CENTER STREET VILLAGE
SECT-36 TWP-107 RANGE-014 CENTER STREET VILLAGE UNIT NO 37 & AN UND 2.7778 0/0 INT IN COMMON AREAS & FACILITIES IN CENTER STREET VILLAGE CONDOS ON LOTS 3,4,5,6 7 & 8 ALSO E141FT VACATED E-W ALLEY MINNIE ARIES ADDITION

74.36.33.000841
632 Center St E APT 37
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $901.29.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	901.29	1.00	$901.29

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Savage Real Estate Holdings Of Rochester
2701 Viola Heights Dr NE
Rochester, MN 55906

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

R W JORDAN SUB
SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-002 LOT 2

74.36.33.011235
619 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $10,032.95.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	2.00	1,838.84	$3,677.68
Street Reconstruct 25%	6,355.27	1.00	$6,355.27

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

621 Center St LLC
3038 Jeremiah Ln NW Ste 201
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

R W JORDAN SUB
SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-003 LOT 3 AND N40FT LOT 4

74.36.33.011236
621 1/2 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $5,860.38.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	4,021.54	1.00	$4,021.54

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Yngve, Kaia
623 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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R W JORDAN SUB
SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-004 S100FT
LOT 4

74.36.33.011237
623 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,662.81.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,823.97	1.00	$2,823.97

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Olmsted County Hra
2117 Campus Dr SE
Rochester, MN 55904-3798

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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R W JORDAN SUB 74.36.33.011244
SECT-36 TWP-107 RANGE-014 R W JORDAN SUB LOT-001 LOT 1
AND S32FT LOT 16 Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $434.18.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	434.18	1.00	$434.18

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W55FT E271FT N180FT SEC 36-107-14 LOT 7

74.36.33.026571
518 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $924.34.

Item Description	Quantity	Unit Rate	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	311.40	1.00	$311.40

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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View/Pay Assessments Online:
To view assessments online or make a payment visit our website at www.rochestermn.gov/assessments. Properties can be looked up either by street address or by 12 digit parcel identification number.

Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W33FT E66FT N130FT SEC 36-107-14 LOT 7

74.36.33.026572
538 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,682.34.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,843.50	1.00	$1,843.50

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St SE
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W75FT E141FT N130FT SEC 36-107-14 LOT 7

74.36.33.026573
532 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,870.07.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,031.23	1.00	$2,031.23

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St SE
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
N180FT W75FT E216FT SEC 36-107-14 LOT 7

74.36.33.026578
524 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,619.31.

Item Description	Quantity	Unit Rate	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	3,006.37	1.00	$3,006.37

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Dated this 24th day of November, 2025.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT 74.36.33.026579
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E63 2/3FT W75FT S57FT N280FT E216FT SEC 36-107-14 LOT 7 Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $322.97.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	322.97	1.00	$322.97

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM 216FT W AND 180FT S NE LOT 7 TH S43FT TH W89.9FT TO E LINE RIVER DRIVE TH SELY 77 1/2FT TH E TO A PT 100FT S AND 11 1/3FT E OF BEG TH N57FT TH NWLY TO BEG AND COM AT A PT 216FT W AND 203FT S OF NECOR LOT 7 FOR PL OF BEG TH S20FT TH E25FT TH NWLY 32.35FT TO BEG LESS PC TO PARSONS LOT 7

74.36.33.026580
22 Mayo Park Dr SE
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $612.94.

Item Description	Quantity	Unit Rate	Cost
Shared 1in Water Service	1.00	612.94	$612.94

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Sadler Trust, Susan M
12 Mayo Park Dr SE
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
COM 271FT W AND 130FT S OF NE COR LOT 7 TH W55FT TH S5FT
TH W42 1/2FT TH S TO A PT 179 1/4FT S AND 346FT W OF NE COR
TH E75FT TH N49 1/2FT TO BEG LOT 7

74.36.33.026581
12 Mayo Park Dr SE
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $612.94.

Item Description	Quantity	Unit Rate	Cost
Shared 1in Water Service	1.00	612.94	$612.94

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St SE
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM 141FT W AND 180FT S OF NECOR LOT 7 TH W215.88FT PAR WITH S LINE 5TH ST TH SELY ALONG PARK DRIVEWAY TO A PT 164.8FT W AND 43FT S OF PL OF BEG TH E164.8FT TH N43FT TO BEG LESS A TRI PC TO BENIKE AND COM AT A PT 216FT W AND 180FT S OF NECOR LOT 7 FOR PL OF BEG TH S43FT TH E11 1/3FT TH NWLY TO BEG LOT 7

74.36.33.026582
20 Mayo Park Dr SE
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $2,518.72.

Item Description	Quantity	Unit Rate	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	1,905.78	1.00	$1,905.78

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Pougiales Se Rochester LLC
1114 Captains Walk St
Sanibel, FL 33957

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT LOT-007 COM 326FT W OF NECOR LOT 7 TH W75FT TH S50FT TH SE TO A PT 100FT S OF CENTER ST 386FT W OF E LINE LOT 7 TH SE TO A PT 135FT S OF N LINE & 368.5FT W OF E LINE TH E42.5FT TH N TO BEG LOT 7

74.36.33.026583
504 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,399.46.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,560.62	1.00	$2,560.62

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court

pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within 10 days after service upon the Mayor or City Clerk.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Psgto LLC
12 Mayo Park Dr SE
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W55FT E326FT N130FT SEC 36-107-14 LOT 7

74.36.33.026585
512 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,150.47.

Item Description	Quantity	Unit Rate	Cost
Shared 1in Water Service	1.00	612.94	$612.94
Street Reconstruct 25%	3,537.53	1.00	$3,537.53

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Olmsted County Hra
2117 Campus Dr SE
Rochester, MN 55904-3798

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
LOT-017 W100FT LOT 17 LESS COM AT A PT WH W LINE LOT 17
INTER R O W LINE CNWRR TH S150FT TH E59FT TH N133.62FT TO A
PT ON SD R O W LINE TH NWLY AL SD R O W LINE 61.29FT TO BEG
SEC 36 107 14

74.36.33.026665
607 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $41,202.97.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	41,202.97	1.00	$41,202.97

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Fleming, Kevin C
Fleming, Mariclaire S
511 E Center St
Rochester, MN 55904-4652

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E50FT W150FT S215FT SEC 36-107-14 LOT 18

74.36.33.026669
511 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $5,371.92.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,533.08	1.00	$3,533.08

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Fleming, Kevin C
Fleming, Mariclaire S
511 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E60FT W210FT S215FT SEC 36-107-14 LOT 18

74.36.33.026670
515 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,070.26.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,231.42	1.00	$2,231.42

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Fleming, Kevin C
Fleming, Mariclaire S
511 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E60FT W270FT S215FT SEC 36-107-14 LOT 18

74.36.33.026671
519 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,276.67.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,437.83	1.00	$2,437.83

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Countyyard Apartments Ne LLC
439 Jefferson Ave
Mankato, MN 56003

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E60FT S215FT SEC 36-107-14 LOT 18

74.36.33.026672
533 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $6,149.54.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	4,310.70	1.00	$4,310.70

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

City Of Rochester
201 4 St SE
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
LOT-019 7.20 AC LOT 19 LESS E148FT S200FT SEC 36-107-14 LOT 19

74.36.33.026675
403 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $7,871.46.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
4in Water Service	1.00	2,702.40	$2,702.40
Street Reconstruct 25%	3,330.22	1.00	$3,330.22

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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within 10 days after service upon the Mayor or City Clerk.

View/Pay Assessments Online:
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Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Riverwalk Rochester LLC
1907 Wayzata Blvd Ste 180
Wayzata, MN 55391

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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RIVERWALK APARTMENTS
SECT-36 TWP-107 RANGE-014 RIVERWALK APARTMENTS LOT-001
BLOCK-001

74.36.33.083628
449 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $212,371.81.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	212,371.81	1.00	$212,371.81

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Kc Properties Of Rochester LLC
2109 Abigial Ln SW
Rochester, MN 55902

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

ELLIOTT AND HOFFMANS
SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-001
S84FT LOT 1

74.36.34.005884
1025 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,503.51.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,664.67	1.00	$1,664.67

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Midwest Business Group LLC
882 7 St NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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ELLIOTT AND HOFFMANS
SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-002
LOT 2

74.36.34.005886
1019 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,947.48.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,108.64	1.00	$2,108.64

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Delaney Trustee, Karen Kay
1015 Center St E
Rochester, MN 55904-4680

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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ELLIOTT AND HOFFMANS
SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-003
LOT 3

74.36.34.005887
1015 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,983.07.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,144.23	1.00	$2,144.23

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Schwalbe, Samuel S
1009 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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ELLIOTT AND HOFFMANS
SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-004
LOT 4

74.36.34.005888
1009 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,576.46.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,737.62	1.00	$1,737.62

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Blue Wolf Capital LLC
816 Broadway Ave N
Rochester, MN 55906-6801

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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ELLIOTT AND HOFFMANS
SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-006
LOT 6

74.36.34.005889
1001 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,038.23.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,199.39	1.00	$2,199.39

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Doyle, Joseph E
Doyle, Maryanne C
1005 Center St E
Rochester, MN 55904-4680

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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ELLIOTT AND HOFFMANS
SECT-36 TWP-107 RANGE-014 ELLIOTT AND HOFFMAN'S LOT-005
LOT 5

74.36.34.005891
1005 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,717.04.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,878.20	1.00	$1,878.20

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Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Turnquist, Benjamin
1625 Ancaster Dr
Byron, MN 55920

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E48FT W96FT E183FT N148 1/2FT SEC 36-107-14 LOT 9

74.36.34.026591
716 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,440.38.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,601.54	1.00	$2,601.54

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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View/Pay Assessments Online:
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Dated this 24th day of November, 2025.

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201 4th Street SE, Rochester, MN 55904 Phone: 507-328-2900 Fax: 507-328-2901 www.rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Hashmi, Seema Rizwan
Zubair, Shakil
2454 6 Ave
East Meadow, NY 11554

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 101 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON TH W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026592
704 Center St E 101
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,139.73.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,139.73	1.00	$1,139.73

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Rustic Room LLC
15005 Ardgillan Rd
Rosemount, MN 55068

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 103 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026593
704 Center St E 103
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,257.18.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,257.18	1.00	$1,257.18

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Neumann, Larry A
704 Center St E Apt 201
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 201 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL OF THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026594
704 Center St E 201
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,099.69.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,099.69	1.00	$1,099.69

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Dated this 24th day of November, 2025.

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Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

El Khoury, Louis
704 Center St E Apt 202
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 202 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL OF THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026595
704 Center St E 202
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,199.34.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,199.34	1.00	$1,199.34

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Craven 203 LLC
13110 Lakefront Lane NW
Oronoco, MN 55960

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 203 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL OF THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026596
704 Center St E 203
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,252.73.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Rustic Room LLC
15005 Ardgillan Rd
Rosemount, MN 55068

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 204 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026597
704 Center St E 204
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,252.73.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

The Rustic Room LLC
15005 Ardgillan Rd
Rosemount, MN 55068

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 301 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026598
704 Center St E 301
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,252.73.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or

City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within 10 days after service upon the Mayor or City Clerk.

View/Pay Assessments Online:
To view assessments online or make a payment visit our website at www.rochestermn.gov/assessments. Properties can be looked up either by street address or by 12 digit parcel identification number.

Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Condos LLC
15005 Ardgillan Rd
Rosemount, MN 55068

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 302 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026599
704 Center St E 302
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,099.69.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,099.69	1.00	$1,099.69

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Dated this 24th day of November, 2025.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Center Street Condos LLC
15005 Ardgillan Rd
Rosemount, MN 55068

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 303 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026600
704 Center St E 303
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,099.69.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,099.69	1.00	$1,099.69

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Rustic Room LLC
15005 Ardgillan Rd Unit A-310
Rosemount, MN 55068

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

BUFFINGHAM SQUARE
SECT-36 TWP-107 RANGE-014 BUFFINGHAM SQUARE APT 304 BUFFINGHAM SQ & AN UNDIVIDED 10 0/0 INT IN THE COMMON ELEMENTS OF BUFFINGHAM SQ ALL ON THE W147FT OF THE N148.5FT OF LOT 9 LESS THE S40FT THEREOF STATE SUB-DIV OF SEC 36-107-14

74.36.34.026601
704 Center St E 304
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $1,252.73.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	1,252.73	1.00	$1,252.73

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Sweet, Desiree M
Sweet Jr, James M
2906 15 Ave SW
Rochester, MN 55902

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W54FT E87FT N98 1/2FT SEC 36-107-14 LOT 9

74.36.34.026602
720 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,347.85.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,509.01	1.00	$2,509.01

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Jdg Real Estate LLC
16793 County 2
Chatfield, MN 55923

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W48FT E183FT N148 1/2FT SEC 36-107-14 LOT 9

74.36.34.026603
710 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,063.14.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,224.30	1.00	$2,224.30

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Robinson, Andrew
816 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W94FT E194FT N148 1/2FT SEC 36-107-14 LOT 10

74.36.34.026609
816 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,733.99.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,895.15	1.00	$2,895.15

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Robinson, Andrew
816 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W67FT E100FT N148 1/2FT SEC 36-107-14 LOT 10

74.36.34.026610
826 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,004.42.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,165.58	1.00	$2,165.58

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Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Hiniker Properties LLC
3747 David Ln SW
Rochester, MN 55902

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
LOT-011 COM AT A PT ON S LINE CENTER ST E 225FT W OF NECOR
LOT 11 TH S148 1/2FT TH W74 1/2FT TH NLY TO S LINE CENTER ST
E75 1/2 W OF BEG TH E TO BEG LOT 11

74.36.34.026617
904 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $8,245.80.

Item Description	Quantity	Unit Rate	Cost
1.5in Water Service	1.00	2,300.69	$2,300.69
Street Reconstruct 25%	5,945.11	1.00	$5,945.11

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or

City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within 10 days after service upon the Mayor or City Clerk.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Little, Amanda Marie
906 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
LOT-011 W50FT E225FT N148.5FT LOT 11

74.36.34.026618
906 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,180.58.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,341.74	1.00	$2,341.74

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Annabelle Properties LLC
609 4 St NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W37 1/2FT E175FT N148 1/2FT SEC 36-107-14 LOT 11

74.36.34.026619
914 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,805.12.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,966.28	1.00	$1,966.28

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Annabelle Properties LLC
609 4 St NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W37 1/2FT E137 1/2FT N148 1/2FT SEC 36-107- 14 LOT 11

74.36.34.026620
918 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,611.16.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,772.32	1.00	$1,772.32

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cityclerk@rochestermn.gov



CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Clark, Beverly
917 Center St E
Rochester, MN 55904-4601

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
COM AT A PT ON N LINE E CENTER ST 166.1FT E OF PT WH E LINE
9TH AVE INTER N LINE CENTER ST N150FT E48.74FT TH SLY TO A PT
ON N LINE CEN ST 50FT E OF BEG TH W TO BEG LOT 14

74.36.34.026631
917 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,906.55.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,067.71	1.00	$2,067.71

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Cookman, Bruce T
Cookman, Monica S
915 Center St E
Rochester, MN 55904-4601

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E50FT W232 1/12FT S150FT SEC 36-107-14 LOT 14

74.36.34.026632
915 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $5,242.91.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,404.07	1.00	$3,404.07

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Schroeder, Julie
Schroeder, Michelle C
909 Center St E
Rochester, MN 55904-4601

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT COM AT A PT ON N LINE EAST CENTER ST 66FT 1 INCH E OF TH PT WH ELINE OF 9TH AVE 66FT WIDE CROSSES N LINE OF EAST CENTER ST TH E AL N LINE EAST CENTER ST 50FT TH N150FT TH W50FT TH S150FT TO BEG LOT 14

74.36.34.026633
909 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $5,100.56.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,261.72	1.00	$3,261.72

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Ritzman, Nichole C
905 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT E66 1/12FT W132 1/12FT S145FT SEC 36-107-14 LOT 14

74.36.34.026634
905 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,556.05.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,717.21	1.00	$2,717.21

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within 10 days after service upon the Mayor or City Clerk.

View/Pay Assessments Online:
To view assessments online or make a payment visit our website at www.rochestermn.gov/assessments. Properties can be looked up either by street address or by 12 digit parcel identification number.

Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Sims, Paul A
825 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E61FT S150FT SEC 36-107-14 LOT 15

74.36.34.026642
825 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,420.81.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,581.97	1.00	$2,581.97

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Harberts, Kaitlyn
309 6 Ct SE
Dover, MN 55929

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E58FT W157FT S165FT SEC 36-107-14 LOT 15

74.36.34.026643
809 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,990.18.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,151.34	1.00	$2,151.34

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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Dated this 24th day of November, 2025.

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Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Brueske Trustee, Otto
Brueske Trustee, Beatrice
815 Center St E
Rochester, MN 55904-4602

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E58FT W215FT S150FT SEC 36-107-14 LOT 15

74.36.34.026644
815 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,109.41.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,270.57	1.00	$2,270.57

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Dated this 24th day of November, 2025.

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Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Heartbeat Properties & Investments LLC
11 1 Ave SW Ste 201
Rochester, MN 55902

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E54FT W99FT LESS N150FT SEC 36-107-14 LOT 15

74.36.34.026645
807 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,268.67.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,429.83	1.00	$2,429.83

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Iglesias, Damian
Iglesias, Sage
803 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W45FT LESS N150FT SEC 36-107-14 LOT 15

74.36.34.026646
803 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,925.24.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,086.40	1.00	$2,086.40

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Cronin 819 LLC
2921 7 Ave NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W58FT E119FT S150FT SEC 36-107-14 LOT 15

74.36.34.026650
819 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,222.40.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,383.56	1.00	$2,383.56

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Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Eagen Real Estate LLC
17468 Ixonia Path
Lakeville, MN 55044

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E50FT S200FT SEC 36-107-14 LOT 16

74.36.34.026655
723 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,759.75.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,920.91	1.00	$1,920.91

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Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

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Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Heartbeat Properties & Investments LLC
11 1 Ave SW Ste 201
Rochester, MN 55902

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W50FT E100FT S200FT SEC 36-107-14 LOT 16

74.36.34.026656
719 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,312.26.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,473.42	1.00	$2,473.42

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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Dated this 24th day of November, 2025.

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Sunshine Properties & Investments LLC
4318 Shetland Pl NW
Rochester, MN 55901

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W60FT E160FT S200FT SEC 36-107-14 LOT 16

74.36.34.026657
715 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $4,803.39.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,964.55	1.00	$2,964.55

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Majerus, Mary Jo Agnes
703 Center St E
Rochester, MN 55904-4603

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
S100FT LESS E235FT SEC 36-107-14 LOT 16

74.36.34.026658
703 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $2,493.00.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	2,493.00	1.00	$2,493.00

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

St George Ethiopian Orthodox Tewahido
804 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

To Current Property Owner:

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
LOT-010 .20 AC E59FT W92FT N148.5FT LOT 10

74.36.34.050971
804 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $9,661.26.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	7,822.42	1.00	$7,822.42

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Perry, Klaudia
806 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
LOT-010 E44FT W136FT N148.5FT LOT 10

74.36.34.050972
806 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,961.71.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	2,122.87	1.00	$2,122.87

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cityclerk@rochestermn.gov

CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Abdalla, Omer
Abdelsalam, Abrar
PO Box 921
Rochester, MN 55903

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W75FT E235FT S200FT LOT 16 SEC 36-107-14

74.36.34.070409
707 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $5,154.83.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	3,315.99	1.00	$3,315.99

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

Henry, Michael J
Henry, Linda M
923 Center St E
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

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CITY LANDS 107-14-36 STATE PLT
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
E50FT S155.95FT LOT 14 SEC 36-107-14

74.36.34.081755
923 Center St E
Rochester, MN

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $3,691.24.

Item Description	Quantity	Unit Rate	Cost
1in Water Service	1.00	1,838.84	$1,838.84
Street Reconstruct 25%	1,852.40	1.00	$1,852.40

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CITY OF ROCHESTER MINNESOTA

City of Rochester
201 4th Street SE
Rochester, MN 55904

Phone: 507-328-2900
Fax: 507-328-2901

Property Owner

1026 East Center Street LLC
126 Woodlake Dr SE
Rochester, MN 55904

NOTICE OF HEARING ON PROPOSED ASSESSMENTS

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As required by Minnesota Statutes Chapter 429, notice is hereby given that the Common Council of the City of Rochester, Minnesota, will meet in the Council/Board Chambers in the Government Center, 151 4th Street SE, Rochester, MN, on Monday, January 5, 2026 at 6:00 PM (view agenda at https://www.rochestermn.gov/meetings/council-meetings) to consider the proposed assessment for the following local improvement project:

J7348: Reconstruction of Center ST E from Zumbro Bridge to 11 Ave E

The property subject to special assessments as a result of this public improvement project is legally described as follows:

CITY LANDS 107-14-36 STATE PLT 74.36.34.089783
SECT-36 TWP-107 RANGE-014 CITY LANDS 107-14-36 STATE PLT
W67FT E100FT N148 1/2FT & W57FT E90FT S181 1/2FT LESS S33FT Rochester, MN
LOT 11 & LOT 12 SEC 36-107-14

The total amount of the proposed assessment for all properties is $574,841.79.
The total amount of the proposed assessment for this parcel is $54,992.74.

Item Description	Quantity	Unit Rate	Cost
Street Reconstruct 25%	54,992.74	1.00	$54,992.74

A copy of the proposed assessment roll is on file and open for public inspection in the City Clerk's office . Property owners are entitled to appear and present their objection to the charges at the time of the hearing. The Common Council may adopt the proposed assessment at the hearing.

No appeal may be taken as to the amount of any assessment adopted unless a written objection is signed by the property owner and filed with the City Clerk prior to the assessment hearing, or presented to the President of the Common Council at the hearing. Property owners may appeal the assessment to the district court pursuant to Minnesota Statutes, Section 429.081, by serving written notice of the appeal upon the Mayor or City Clerk within 30 days after the adoption of the assessment and filing such notice with the district court within 10 days after service upon the Mayor or City Clerk.

View/Pay Assessments Online:
To view assessments online or make a payment visit our website at www.rochestermn.gov/assessments. Properties can be looked up either by street address or by 12 digit parcel identification number.

Property owners may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of adoption of the assessment by the Common Council. Prepayment outside the 30 day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor, with interest charged from the date of the resolution approving the assessment. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over 10 years at an annual interest rate of 5.00 percent on the unpaid balance amortized.

Partial Prepayment Option: Property owners have the option of making partial payment of not less than $50 toward the outstanding balance prior to the City's certification to the county auditor. Partial payments will be applied first to any accrued interest and second to reduce principal outstanding.

Minnesota Statutes, Sections 435.193 to 435.195, allows municipalities the option of deferring special assessments. In Rochester, assessments may be deferred when homesteaded property is owned by a person 65 years of age or older, by a person retired by virtue of a permanent physical disability, or by a person who is a member of the Minnesota National Guard or other military reserves who is ordered into active military service, as defined in Section 190.05, Subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments. Application forms are available from the City Clerk's office. Please note that the application must be filed within 60 days of the Council approval of the assessment or miscellaneous project.

Dated this 24th day of November, 2025.

Office of the City Clerk of the City of Rochester, Minnesota
Phone: (507) 328-2900 Fax: (507) 328-2901
cityclerk@rochestermn.gov

RESOLUTION

Adopting Assessment for Reconstruction of Center Street E from the Zumbro River Bridge to 11th Avenue NE - Project No. J7348

WHEREAS, pursuant to proper notice duly given as required by law, the council has met and heard and passed upon all objections to the proposed assessment for, Reconstruction of Center Street E from the Zumbro River Bridge to 11th Avenue NE - Project No. J7348 ("Project") and

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of the City of Rochester that:

1. Such proposed assessment roll, a copy of which is attached hereto and made a part hereof, is hereby accepted and shall constitute the special assessment roll for the lands named therein, and each tract of land therein included is hereby found to be benefited by the proposed improvement in the amount of the assessment levied against it.

2. The owner of any property may prepay the entire assessment to the City Clerk whose office is located at 201 Fourth Street SE, Room 135, Rochester, Minnesota 55904. No interest is charged to a prepayment made within 30 days of both adoption of the assessment by the Common Council and written notice from the City that the assessment is due and payable and set for certification to the county auditor for collection (the 30-day interest free period). Prepayment outside the 30-day interest-free period is allowed any time prior to certification of the assessment or the first installment thereof to the County Auditor. If prepayment is made prior to November 15, interest shall be charged from the beginning of the 30-day interest free period to December 31 of the year of payment. If prepayment is made after November 15, interest will be charged from the beginning of the 30-day interest free period through December 31 of the next succeeding year.

3. If prepayment is not made, the amount will be certified to the County Auditor to be spread on the tax rolls over a period of 10 years at an annual rate of 5 percent on the unpaid balance amortized.

4. Certification shall occur when the project is substantially complete. The clerk shall transmit a certified duplicate of this assessment to the county auditor to be extended on the property tax lists of the county. Such assessments shall be collected and paid over in the same manner as other municipal taxes.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Zone Change No. CD2025-006ZC by Oak Grove RST LLC

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Public Hearings

PRESENTER:
Anthony Cicchi

Action Requested:

1. Approving Zone Change No. CD2025-006ZC, by Oak Grove RST LLC, amending the zoning designation on a 13-acre site from AG (Agriculture) to R-1 (Mixed Use Single Family); and
2. Directing the City Attorney to prepare an Ordinance for First Reading.

Report Narrative:

The applicant is proposing a Zoning Map Amendment that would amend the zoning of a 13-acre site from AG to R-1 at the site located west of Highway 63 and north of 60th St SW. The applicant has concurrently submitted the subject Zone Change application (CD2025-006ZC), a General Development Plan (CD2025-005GDP), and a Major Land Subdivision (CD2025-041PLAT), intending to provide 37 residential lots and two outlots. The subject site currently has a Low-Density Residential Comprehensive Plan Land Use Designation. Both the existing AG and proposed R-1 are districts that are compatible with the Low-Density Residential Land Use Classification. Presently, there is no existing or prior development of the site. The description of each Zoning District is provided within Section 60.200.030 of the Unified Development Code (UDC).

The Development Review Team supports the approval of CD2025-006ZC, as the proposed zoning district will be consistent with the proposed underlying Low Density Residential land use designation, Core Principals, and Implementation Strategies of the Comprehensive Plan. The Low-Density Residential land use is generally characterized as areas intended primarily for standard lot single-family and small lot single-family residential development, attached dwelling units (up to fourplex structure and attached townhomes), and, where appropriate, other uses of similar character and intensity.

At the December 10, 2025, Planning and Zoning Commission Meeting, the Commission recommended by a vote of 5-1 that the Council approve Zone Change No. CD2025-006ZC.

Priorities & Foundational Principles:

Inclusive Growth Management
Housing Access

Policy Considerations & DEI Impact:

The addition of additional units that can be developed under the R-1 zone aligns with the Comprehensive Plan objectives to increase housing choice in the area and will help address current housing deficits within the City.

Prior Legislative Actions & Community Engagement:
October 28, 2025: Neighborhood Information Meeting held.
November 29, 2025: Public Hearing Notice mailed and published in the newspaper.
December 10, 2025: Planning and Zoning Commission Public Hearing.
December 19, 2025: Council Public Hearing Notice mailed and forwarded for publication in the newspaper.

Fiscal & Resource Impact:
All development costs will be the responsibility of the developer.

Alternative Action(s):
No alternative actions are proposed at this time.

Prepared By:
Anthony Cicchi

Attachments:
CD MEMO - CD2025-006ZC Prairie Oaks

Development Process - CD2025-006ZC Prairie Oaks

Notification Map - CD2025-006ZC Prairie Oaks

Location Map Exhibit - CD2025-006ZC Prairie Oaks

Applicant Narrative - CD2025-006ZC Prairie Oaks

Propsed Zoning Exhibit - CD2025-006ZC Prairie Oaks

Concept General Development Plan (CD2025-005GDP) - CD2025-006ZC Prairie Oaks

AG & R-1 Development Standard Comparison - CD2025-006ZC Prairie Oaks

Zone District Use Table - CD2025-006ZC Prairie Oaks

NIM Minutes - CD2025-006ZC Prairie Oaks

Agency Review Comments - CD2025-006ZC Prairie Oaks

Zoning Map Amendment Criteria - CD2025-006ZC Prairie Oaks

Planning and Zoning Commission Minutes - CD2025-006ZC Prairie Oaks

ROCHESTER COMMUNITY DEVELOPMENT

City of Rochester, Minnesota
4001 W River Parkway NW, Suite 100
Rochester, MN 55901-7090

Phone: 507-328-2950
Fax: 507-328-2401
Email: CommunityDevelopment@rochestermn.gov

Rochester Planning and Zoning Commission **December 10, 2025**

Prepared By: Rochester Community Development Department

Request: Zone Change CD2025-006ZC, by Oak Grove RST LLC, for the rezoning of approximately 13 acres from AG (Agriculture) zoning designation to the R-1 (Mixed Use Single Family) zoning designation.

Location: The subject site is located west of Highway 63 and north of 60th St SW. (PIN # 045418)

Applicant: Oak Grove RST LLC

Consultant: WSE Massey Engineering and Surveying

PLANNING COMMISSION / CITY COUNCIL SUMMARY

Application Type: Zoning Map Amendment

What is Considered: During the Zoning Map Amendment review, the Planning and Zoning Commission and City Council evaluate whether the criteria established in Section 60.500.040E.4 are satisfied. These criteria cover areas such as consistency with the Comprehensive Plan and compatibility with surrounding development and future development. Site development issues such as architecture, site layout, building orientation, site landscaping, open space, site parking, screening and the aesthetic character of the development are not criteria for consideration of a Zoning Map Amendment application.

The Development Review Team supports the approval of CD2025-006ZC, as the proposed zoning district will be consistent with the proposed underlying Low Density Residential land use designation, Core Principals, and Implementation Strategies of the Comprehensive Plan. The Low Density Residential land use is generally characterized as areas intended primarily for standard lot single-family and small lot single-family residential development, attached dwelling units (up to fourplex structure and attached townhomes), and where appropriate, other uses of similar character and intensity.

Approval Body: Rochester City Council

Development Review Team Recommendation: Approval.

PROJECT SUMMARY

Background

The property owner, Oak Grove RST LLC, has submitted three concurrently running applications. The first, requesting an Official Zoning Map Amendment of approximately 13 acres of land (CD2025-006ZC) located in the south-central portion of the city that would amend the zoning designation of the property from AG to R-1. Additionally, the applicant has submitted an application for General Development Plan (CD2025-005GDP) for an 80-acre site.

The General Development Plan consists of an overall density of 2-4 units per hectare, and provides for residential and other forms of supportive development to the Low Density Residential land use designation. The requested R-1 zone is consistent with the "Low Density Residential" Land Use Classification of the P2S Comprehensive Plan.

The applicant has also submitted an application for Major Land Subdivision (CD2025-041PLAT) of 15 acres for the purposes of creating 37 residential lots and two outlots.

The applicant requests the 13 acres of R-1 zoning for the "single family detached dwelling" use on the property. The single detached dwelling could be approved under either the existing AG zoning or the proposed R-1 designation; however, the applicant requests the R-1 zone to provide an opportunity to increase the diversity of housing choices in this part of the city and also allow for the development of additional units which helps facilitate the project as a whole from a fiscal perspective. The conceptual General Development Plan submitted to the City for review has been attached to this report for reference purposes.

Table 300.01-1 Allowed Uses Table is included as an attachment to give examples of allowed uses in the existing AG zone district and the proposed R-1 zoning district. The R-1 zone district is highlighted in orange and the AG zoning is highlighted in green.

"S" = Staff Approval

"P" = Planning Commission Approval

"C" = City Council Approval

"*" = Reference to Additional Regulations

ZONING SUMMARY TABLE	
Land Use/ Zoning	The underlying Land Use designation for this area is currently Low-Density Residential, with properties zoned AG, R-1 or R-2. North: Zoned AG (Agriculture) Agriculture Lands and Single Family Residential Units East: Zoned R-1, (Mixed Use Single Family) Single Family Residential Units and Agriculture Lands. South:

	Zoned R-1 & R-2 (Low Density Residential – Small Lot Residential) Single Family Residential Units West: Zoned AG & R-1 Single Family Residential Units and Agriculture Lands.
Streets and Access	The subject site will gain access from 60th St SW. The proposed second phase will provide secondary access to the north, then west to 11th Ave SW and back south to 60th St SW through the properties to the east. The proposed roadways will be public.
Utilities	Presently, public facilities exist to service the site. The developer will continue to work with RPU Water to resolve any comments provided during the review process. These comments must be resolved prior to the Final Plat submission.
Public Facilities	Presently, off-site public facilities exist to service development. Execution of an Individual Site Development Agreement will be needed to address Owner's and City's obligations related, but not limited to: stormwater management, transportation improvement, construction and maintenance obligations of the east-west running pedestrian path, and applicable development related charges. The agreements will address any on-site or off-site obligations that may be required to accommodate the subject development.
Wetlands/Decorah Edge/Floodplain	There are no Wetland, Decorah Edge or Floodplain related concerns with this project.

ZONE CHANGE MAP AMENDMENT REVIEW

Under the provisions of Section 60.500.40E of the Unified Development Code, the Planning Commission shall recommend for approval and the Council shall approve an application requesting an amendment to the zoning map if the amendment satisfies the following criteria (staff suggested findings are in **bold**):

60.500.040E.4 Criteria for Rezoning Approval

1. The amendment must satisfy all of the following criteria**:**
   - **a.** The permitted uses allowed within the proposed zoning district will be appropriate on the subject property and compatible with adjacent properties and the neighborhood; and

     The permitted uses allowed in the proposed R-1 zone district are appropriate for the subject property and compatible with surrounding land uses. The Comprehensive Plan calls for communities with walkable neighborhoods, a variety of housing options, and transportation choices. The proposed amendment will allow for the construction of a planned 37 single family lot residential development project, which would increase the diversity of housing

choice in the southern portion of the City. The subject development is compatible with existing land uses that surround the site, which include single family homes.

b. The proposed amendment does not involve spot zoning.

Per the League of Minnesota Cities, spot zoning is characterized by the rezoning of a small parcel of land that:

- **Has no supporting rational basis that relates to promoting public welfare; or**
- **Establishes a use classification inconsistent with surrounding uses and creates an island of nonconforming use within a larger zoned area; or**
- **Dramatically reduces the value for uses specified in the zoning ordinance of either the rezoned plot or abutting property.**

Should the concurrently running General Development Plan and Major Land Subdivision be approved, the proposed R-1 zone is considered to be a compatible zone district within the "Low Density Residential" land use designation. The R-1 zone district will not permit a use that would be incompatible with surrounding properties, reduce land values or fail to enhance public welfare as whole since the City and the surrounding region continue to face a housing shortage. Based on the above definition and the purpose of the underlying Low-Density Residential classification, this zone change cannot be considered spot zoning.

2. In addition to the requirements in Section 60.500.040E.4.a.1, the amendment must satisfy at least one of the following criteria:

a. The area, as presently zoned, is inconsistent with the policies and goals of the Comprehensive Plan;

b. The area was originally zoned erroneously due to a technical or administrative error;

c. While both the present and proposed zoning districts are consistent with the Comprehensive Plan, the proposed district better aligns with the policies and goals of the Comprehensive Plan or other adopted City plans or policies, as determined by City Council.

As noted above, should the official zoning map be amended, the R-1 zoning district would be the most compatible zoning district for the Low Density Residential designated property. With the adoption of the P2S Comprehensive Plan, several new goals and policies have

emerged that support the change of the Land Use Classification to a Zoning Designation of R-1.

New key priorities of the P2S comprehensive plan include Housing Choice. The proposed zone change will also allow for the construction of a planned 37-unit lot single family residential development project, which will increase the diversity of housing choices in the area.

d. The area has changed or is changing to such a degree that it is in the public interest to rezone to encourage development or redevelopment of the area consistent with the policies and goals of the Comprehensive Plan; or

e. The area includes lands identified as Decorah Edge and the amendment would provide for beneficial development that maintains typical urban density while preserving habitat and protecting processes that maintain groundwater and quantity.

f. The area includes lands identified on adopted City plans as an important natural or historic resource, and the amendment would provide for beneficial development that would protect those resources.

DEVELOPMENT REVIEW TEAM RECOMMENDATION:

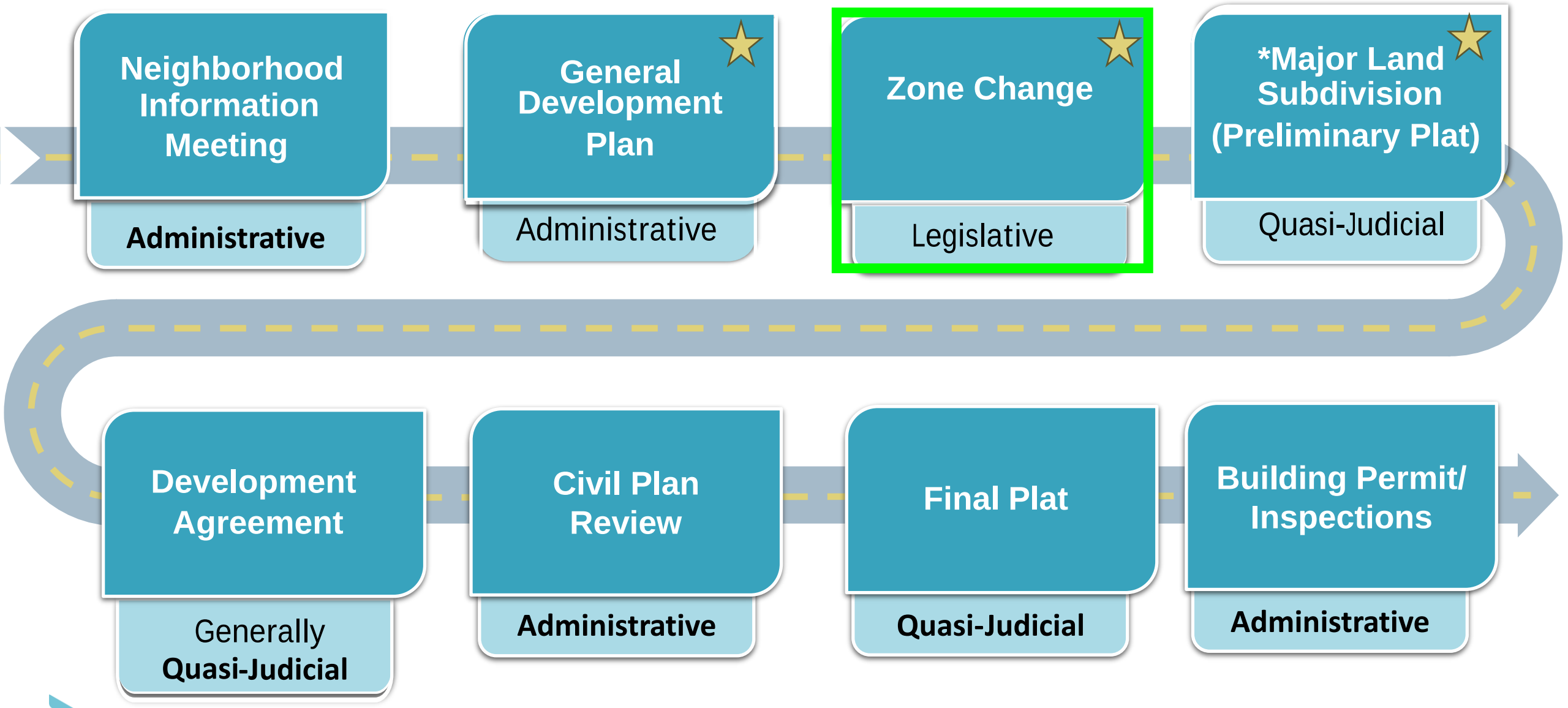
This request was reviewed in accordance with the provisions of Section 60.500.40E.4 for Zone Change Map Amendment.

The Development Review Team recommends <u>APPROVAL,</u> as outlined in the Planning Commission Summary above.

ATTACHMENTS

1. Development Process
2. Public Notification Map
3. Location Map
4. Applicant Narrative
5. Proposed Zoning Exhibit
6. Proposed General Development Plan Exhibit
7. AG & R-1 Development Standard Comparison
8. Zone District Use Table
9. Neighborhood Information Meeting Minutes
10. Agency Review Comments
11. Zoning Map Amendment Criteria –Section 60.500.040E.4

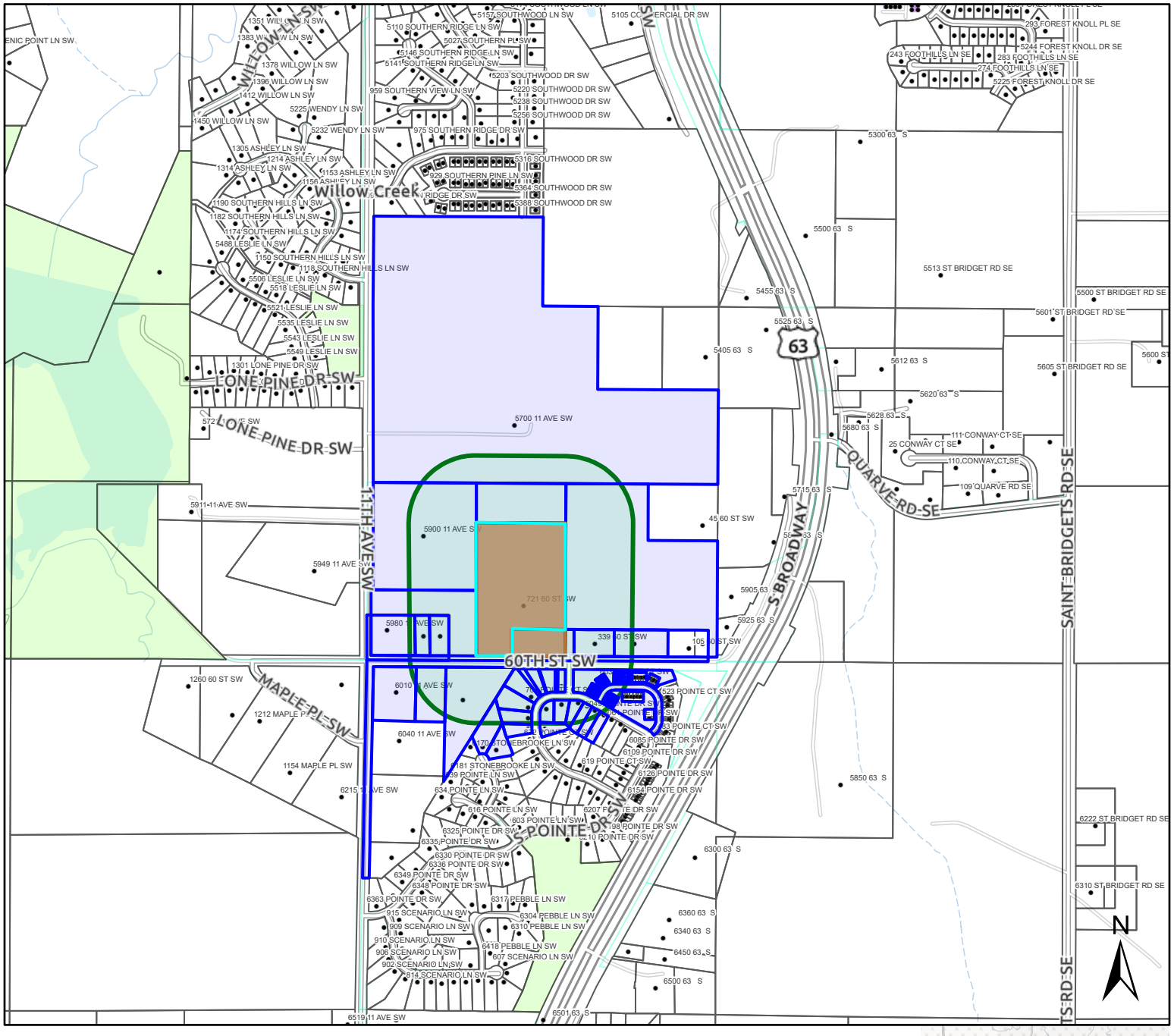
Prairie Oaks Zone Change



CD2025-041PLAT & CD2025-006ZC Prairie Oaks

0 0.1 0.1 0.2 0.3 mi

11/13/2025 Olmsted County Geographic Information Systems Scale: 1:18,056



Site of Interest

Notification Locations

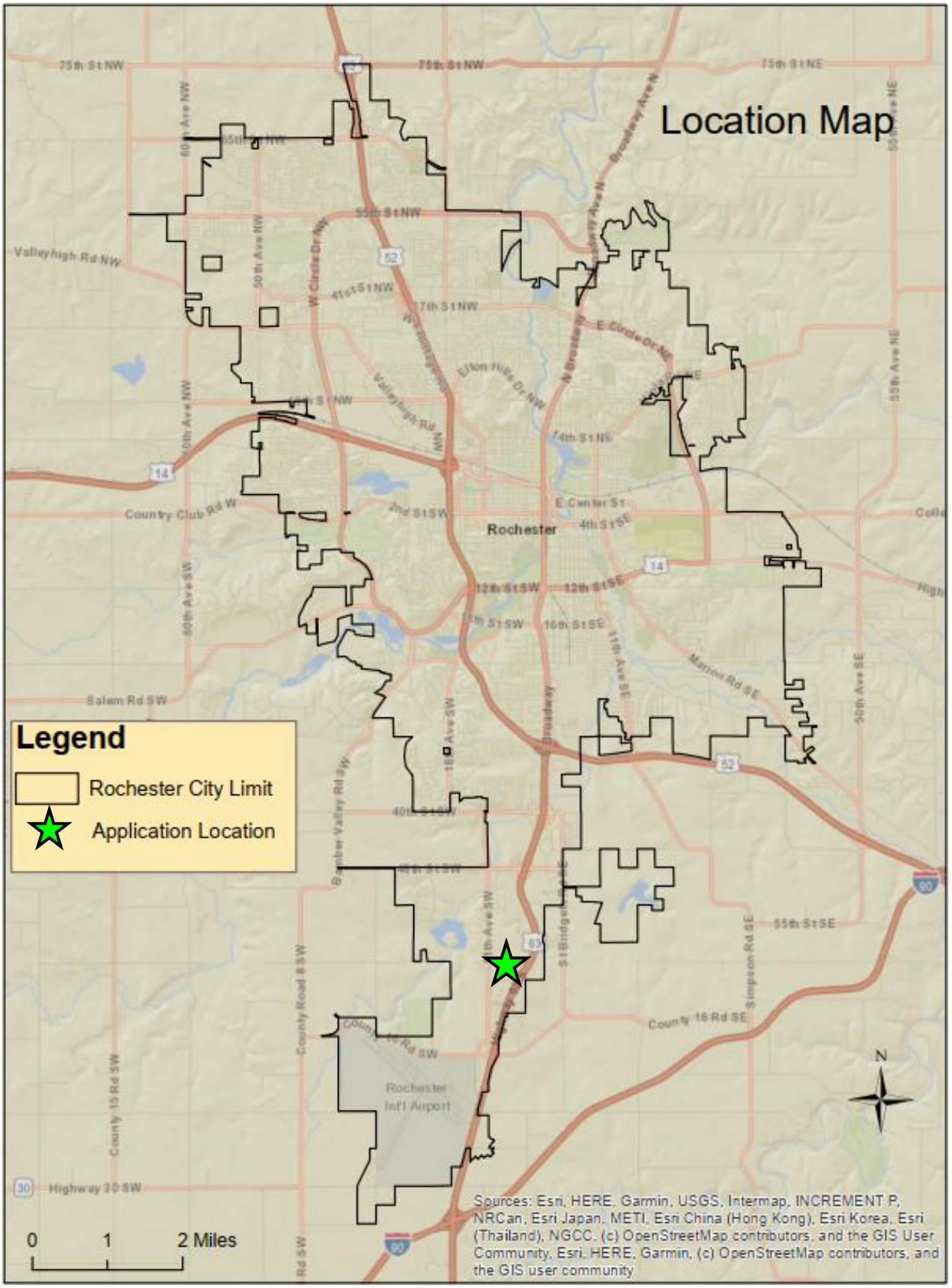
Notification Perimeter

Major Land Subdivision #CD2025-041PLAT, by Oak Grove RST LLC, to subdivide approximately 15 acres into 37 residential lots. The site is located west of Highway 63 and north of 60th St SW.
&
Zone Change #CD2025-006ZC, by Oak Grove RST LLC, to rezone approximately 13 acres of land from AG (Agriculture) to R-1 (Mixed Single-Family). The site is located west of Highway 63 and north of 60th St SW.
Notif Area: 350'
PINs: 045418, 04229
Ward 1



OLMSTED COUNTY
MINNESOTA

This document is not guaranteed to be 508C. For accessible maps, please contact the author or Olmsted County GIS. Olmsted County is not responsible for omissions or errors contained herein. If discrepancies are found within this map please notify Olmsted County GIS at (507) 328-7100, gissupport@olms
Public Works Service Center 1188 50 St SE, Rochester, MN 55904.
Esri Community Maps Contributors, MN Dept Natural Resources, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, MN Dept Natural Resources, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS


Location Map
Legend
Rochester City Limit
Application Location
Rochester
Rochester Int'l Airport
0
1
2 Miles
N
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

717 3RD AVE SE, SUITE 101 ROCHESTER, MN 55904
33B EAST VETERANS MEMORIAL HIGHWAY KASSON, MN 55944

MAILING ADDRESS: PO BOX 100 KASSON, MN 55944

507.634.4505 | WSE.ENGINEERING

12 November 2025

City of Rochester

Community Development

4001 West River Parkway

Rochester, MN 55901 ELECTRONIC DELIVERY

RE: Prairie Oaks Development

Dear Community Development,

On behalf of the owner and applicant, Oak Grove RST LLC, we are submitting applications for (1) General Development Plan, (2) Major Land Subdivision (Preliminary Plat), and (3) Zone Change to facilitate the development of 37 lots on 15 acres. WSE has prepared the submission materials and all supporting documents in accordance with the Unified Development Code (UDC), UDC checklists, and the predevelopment meeting held with the City of Rochester staff on July 3rd, 2025. This cover letter applies to all 3 applications for concurrent review, and we request the applications be placed on the December 10th city Planning and Zoning Commission agenda.

The project site is located on 15 acres abutting 60th Ave SW (721 60th St SW) which was home to a former homestead.

(1) General Development Plan

A general development plan (GDP) was prepared to demonstrate how the area could develop. The GDP contains approximately 80 acres of land generally bounded by 11th Ave SW, 60th St SW, and Highway 63 S. The overall density of the GDP is approximately 2-4 units per acre. The following materials are being submitted for review and approval of the general development plan:

1. Cover letter and narrative (this document)
2. Signed Application
3. General Development Plan
4. Response to GDP Approval Criteria
5. GDP Checklist
6. Stormwater Proof of Concept
7. Neighborhood informational meeting minutes
8. Signed traffic waiver

(2) Major Land Subdivision (Preliminary Plat)

The preliminary plat for Prairie Oaks contains 37 lots on 15 acres. The project is currently proposed to be broken into two phases of construction as demonstrated on the General Development Plan. Phase I will begin in 2026. Outlots A and B will contain onsite stormwater treatment facilities. The following materials are being submitted for review and approval of the preliminary plat:

1. Cover letter and narrative (this document)
2. Signed Application
3. Preliminary Plat Exhibit
4. Response to Major Land Subdivision Approval Criteria
5. Major Land Subdivision Checklist
6. Preliminary Construction Plans
7. Neighborhood informational meeting minutes
8. Signed traffic waiver
9. Olmsted County GIS Forms
10. General Development Plan (Concurrent review)

(3) Zone Change

Approximately 14 acres of the Prairie Oaks site is zoned AG. To facilitate the development of the property for single family for sale housing, a zone change from AG to R-1 is proposed. The R-1 zoning is consistent with the Low Density land use designation and the neighboring properties. The following materials are being submitted for review and approval of the zone change petition from AG to R-1:

1. Cover letter and narrative (this document)
2. Signed Application
3. Rezoning Exhibit
4. Response to Rezoning Approval Criteria
5. Rezoning Checklist
6. Copy of General Development Plan
7. Neighborhood informational meeting minutes
8. Signed traffic waiver
9. Legal Description (.pdf and .docx)

All of the fees to City of Rochester and Olmsted County will be paid after acceptance of this electronic submittal.

Please contact our team if there are any questions during the review of these applications. We kindly request this application be considered complete and placed on the December 10th Planning Commission Agenda.

Sincerely,

WSE Massey Engineering and Surveying



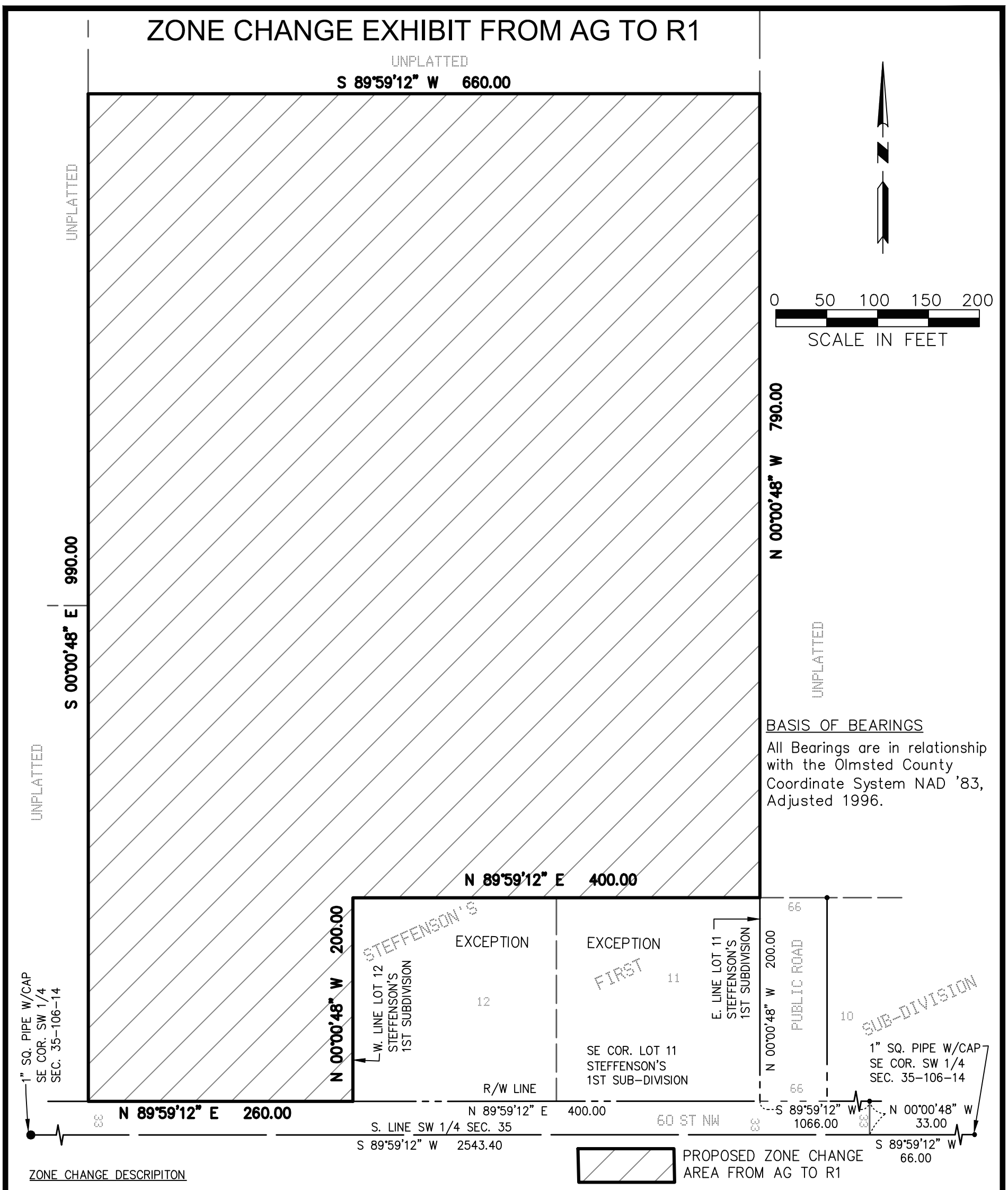
Ryan Schoenfelder, EIT

Planning and Design

717 3rd Ave SE, Suite 101
Rochester, MN 55904
507-634-4505

33 B Veterans Memorial Highway E, PO Box 100
Kasson, MN 55944
507-634-4505

ZONE CHANGE EXHIBIT FROM AG TO R1



BASIS OF BEARINGS

All Bearings are in relationship with the Olmsted County Coordinate System NAD '83, Adjusted 1996.

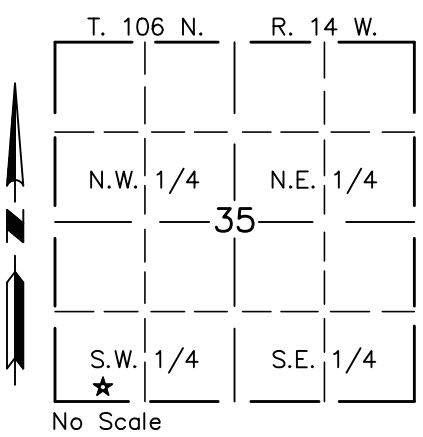
ZONE CHANGE DESCRIPITON

That part of the Southwest Quarter (SW1/4) of Section No. Thirty–five (35), Township One Hundred Six (106), Range Fourteen (14) described as commencing at the Southeast corner of Lot Eleven (11) of Steffenson's First Sub–division for a place of beginning, thence North along the East line of said Lot Eleven (11) and as extended, Nine Hundred Ninety (990) feet, thence West, Six Hundred Sixty (660) feet, thence South Nine Hundred Ninety (990) feet to a point in the South line of said Lots Eleven (11) and Twelve (12), if extended, which is Six Hundred Sixty (660) feet West of the place of beginning, thence East to the place of beginning. This description includes Lots Eleven (11) and Twelve (12) of Steffenson's First Sub–division, in the City of Rochester, Olmsted County, Minnesota.

EXCEPTING:

Lots 11 and 12, STEFFENSON'S FIRST SUB–DIVISION, according to the plat thereof on file at the County Recorder's Office, Olmsted County, Minnesota.

PROPERTY LOCATION MAP



WSE MASSEY
ENGINEERING & LAND SURVEYING LTD.
P.O. BOX 100, KASSON, MN 55944
PH. NO. 507-634-4505, EMAIL SURVEY@WSE.ENGINEERING

THIS SURVEY AND DRAWING WAS PREPARED FOR THE EXCLUSIVE USE OF:

OAK GROVE RST LLC

ROCHESTER, MN

ZONE CHANGE EXHIBIT
PART OF SW 1/4
SECTION 35, T 106 N, R 14 W
OLMSTED COUNTY, MINNESOTA

MONUMENTS

- ● FOUND (AS INDICATED)
- ○ SET (5/8" PIPE UNLESS NOTED OTHERWISE)

DATE: 10/9/2025

DWG NO. 5174SE01 JOB NO. 5174

DRAWN BY: G.D.Z.

SHEET 1 OF 1

154-255174 GDP01.dwg

11/11/2025 12:28:20 PM

LEGEND

1131	DENOTES EXISTING CONTOURS (OLMSTED COUNTY 2017 LIDAR)
	DENOTES GENERAL DEVELOPMENT PLAN BOUNDARY
	DENOTES PROPOSED RIGHT-OF-WAY
	DENOTES EXISTING STORM SEWER
WTR WTR	DENOTES EXISTING WATERMAIN
	DENOTES EXISTING SANITARY SEWER
	DENOTES EXISTING LOT LINES
	DENOTES PROPOSED LOT LINES
	DENOTES PROPOSED EASEMENTS

SITE SUMMARY:

	USE	GROSS	NET	RESIDENTIAL DENSITY
1.	R-2 LOW DENSITY RESIDENTIAL	≈ 78.4 AC.	≈57.4 AC.	2-4 UNITS/AC.

2. LOW DENSITY HOUSING DENSITY (PER TABLE 2-21, 2025 COMPREHENSIVE PLAN) = 4-7 UNITS/AC.
3. NO AREAS OF WETLANDS, FLOODPLAIN, OR DECORAH EDGE IDENTIFIED ON OLMSTED COUNTY GIS MAPPING.
4. CONNECTIVITY INDEX (60.400.040C.4) = 1.75
   LINKS = 14
   NODES = 8
   REQUIRED = 1.5 (FOR DEVELOPMENTS WITH MORE THAN 100 LOTS)

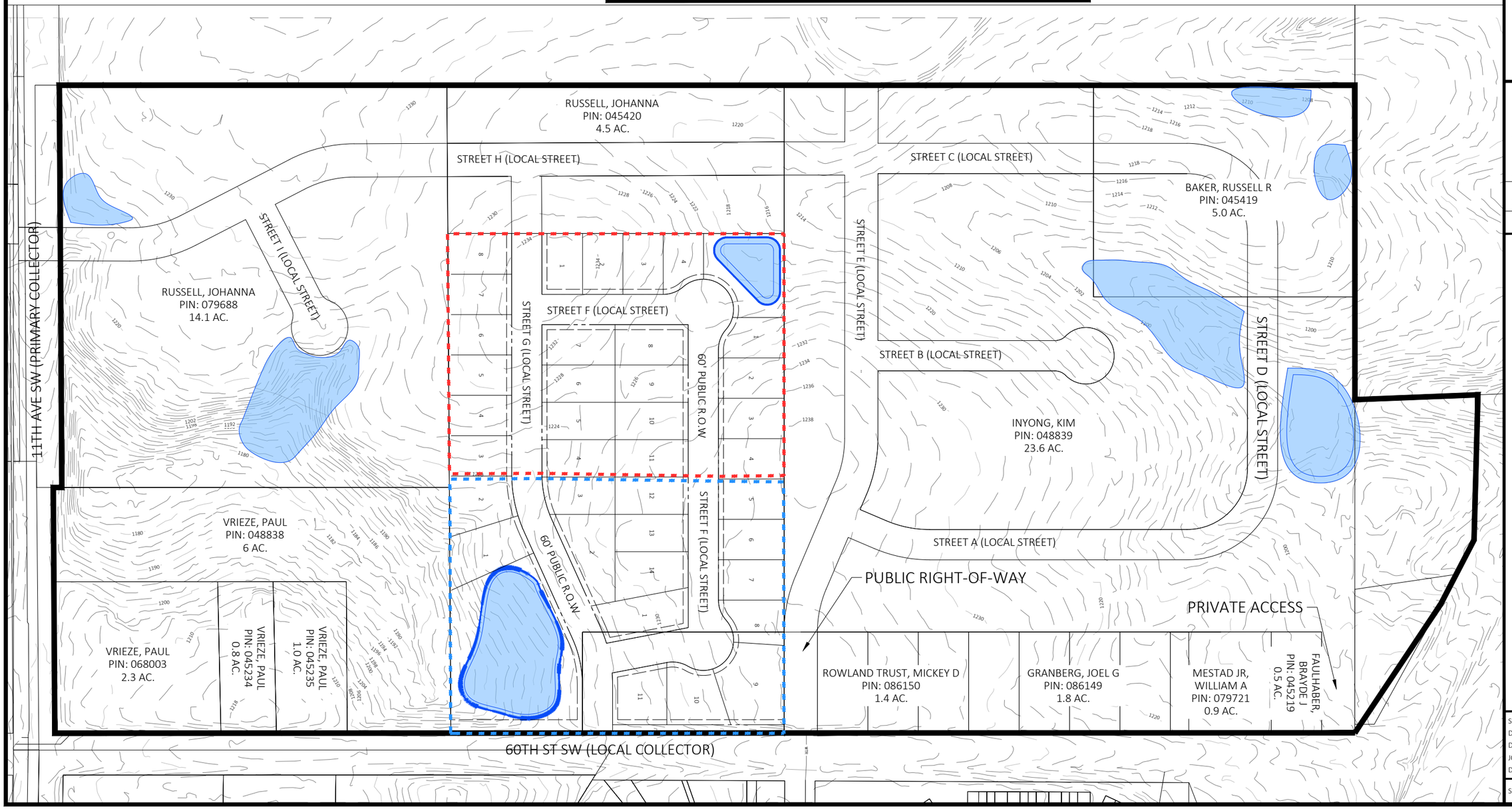
NON-DEVELOPABLE AREAS
STORMWATER TREATMENT AREAS = 2.9
EXISTING ROAD RIGHT OF WAY = 0.3 AC.
PROPOSED RIGHT-OF-WAY = 11.9 AC.
STEEP SLOPES (>18%) = 5.9 AC.

PHASING PLAN

PHASE 1- 15 LOTS

PHASE 2- 22 LOTS

PLAN
0 100 200
SCALE IN FEET



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1491

REV: DATE: DESCRIPTION:

GENERAL DEVELOPMENT PLAN
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: 1"-100'
DATE: 09/18/2025
DRAWN BY: C.D.T
JOB NUMBER: 013-255082
DWG. FILE: 013-255082 CP01 DWG

SHEET NUMBER:

result in a building or structure being erected closer to the alley than half the distance of the minimum required yard or, in the case of a rear yard, closer than three feet from the right-of-way line.

E. General Dimensional Standards

The following tables establish the dimensional standards for Agricultural and Residential, Mixed Use, and Non-Residential districts. All development shall comply with the standards in Table 400.02-1 Agricultural and Residential Zoning Districts, Table 400.02-2 Mixed Use Zoning Districts, and Table 400.02-3 Non-Residential Zoning Districts unless otherwise stated in this UDC or another adopted City regulation. The dimensional standards in Tables in Table 400.02-1 Agricultural and Residential Zoning Districts, Table 400.02-2 Mixed Use Zoning Districts, and Table 400.02-3 Non-Residential Zoning Districts may be modified by standards in Section 60.200.040, Overlay Districts, Section 60.400.120, Incentives, Section 60.400.020F, Neighborhood Protection Standards or by other provisions of this UDC.

1. Agricultural and Residential Zoning Districts

Table 400.02-1 Agricultural and Residential Zoning Districts

	AG	R-1	R-2	R-2x	R-3	R-4
Lot Dimensions (Minimum)						
Lot Area	35 acres	5,000 sq. ft.	3,000 sq. ft.	2,000 sq. ft.	3,500 sq. ft.	6,000 sq. ft.
Lot Width	60 feet	60 feet	30 feet	30 feet	30 feet	60 feet
Building Setbacks (Minimum in feet)						
Front	20	15	15	20	20	15
Street Side [1] [2]	12	12	11	10	12	7
Interior Side [3]	6	5	0	6	6	10
Sum of Interior Sides	16	12	10	12	16	None
Rear, Primary Building/Structure [4]	25	20	10	20	25	15
Rear, Accessory Building/Structure on Corner Lots [5]	6	6	6	6	6	6
Building/Structure Height (Maximum in feet)						
Primary Structure	35	35	35	45	48	115
Accessory Structure	45	15 [6]	15 [6]	15 [6]	25	25
Other Standards						
Maximum Floor Area Ratio	None	None	None	None	1.5	None
Maximum Length of Building Façade Fronting a	None	None	None	80 feet	None	None

Table 400.02-1 Agricultural and Residential Zoning Districts

	AG	R-1	R-2	R-2x	R-3	R-4
Public Right-of-Way						
Minimum Landscape Area	None	50%	40%	40%	35%	25%

NOTES

[1] A lot that has a street side yard within 25 feet of a front yard on an adjacent lot shall be set back 25 feet from the common lot line and the street side yard line.

[2] On any lot where a street side setback abuts a side lot line in any district other than and R-1 or R-2 district, the street side setback within 25 of the abutting side lot line, a setback at least equal to one-half the width to the front yard setback on the abutting lot shall be provided. On any lot where a street side setback abuts a side lot line of a lot in the R-1 or R-2 district, a setback at least equal in width to the front yard required in the adjacent R-1 or R-2 district shall be provided.

[3] Lots on cul-de-sacs must also comply with Section 60.400.040C.3.f, Cul-de-Sacs.

[4] See Section 60.400.020D.5, Existing Small Lots.

[5] Accessory buildings/structures facing a street shall be setback a minimum of 10 feet from the street side lot line, except for garages accessed from the side street, which shall be set back a minimum of 20 feet from the street side lot line.

[6] 24 feet for Accessory Dwelling Units.

2. Mixed Use Zoning Districts

Table 400.02-2 Mixed Use Zoning Districts

	MX-N	MX-S	MX-C	MX-G	MX-I	MX-T [1]			MX-D		
						Corridor	Node	Village	Fringe	Medical	Business
Lot Dimensions (Minimum)											
Lot Area	None	None	None	None	None	None			None		
Lot Width	None	None	None	None	None	None			None		
Building Setbacks (Minimum/Maximum, in feet)											
Front	0 / 15	0 / 15	None	15	15	None			None		
Street Side [2]	7	7	None	7	7	2			None		
Interior Side	5	None	None	None	10	5			None		
Sum of Interior Sides	10	None	None	None	None	10	0	5	None		
Rear	5	None	7	None	8	5	0	5	None		
Building/Structure Height (Maximum in feet)											
Primary Structure	24	36	48	60	70	65	85	95	135	185	235

2. All uses required by any local, state, or federal government to have an approval, license, or permit to operate are required to have that local, state, or federal approval, license, or permit at the time the use is established.

3. **Allowed Uses Table**

Table 300.01-1 Allowed Uses Table

S = Staff approval; P = Planning Commission approval; C = City Council approval; V = vacant use; I = interim use; A = accessory use; T = temporary permit; Blank cell = prohibited; Uses with an * = use-specific standards apply

	Residential and Agricultural						Mixed Use												Non-Residential			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	AG	R-1	R-2	R-2x	R-3	R-4	MX-N	MX-S	MX-C	MX-G	MX-I	Corridor	Node	Village	Fringe	Medial	Business	BP	LI	SI	**Use-Specific Standards**
Residential Uses																					
Household Living																					
Dwelling, Single-Family Detached	S	S	S	S																	
Dwelling, Twin-Home			S	S	S	S	S														
Dwelling, Attached			S	S	S	S	S	S				S	S	S	S	S	S				
Dwelling, Duplex, Same Lot			S	S	S	S	S				S	S									
Dwelling, Triplex			S	S	S	S	S				S	S									
Dwelling, Fourplex			S	S	S	S	S				S	S									
Dwelling, Multifamily				S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*				Section 60.300.020B.3
Dwelling, Live/Work				S	S	S	S	S	S		S	S	S	S	S						
Dwelling, Cottage Development			S*	S*	S*	S*	S*	S	S			S	S	S							Section 60.300.020B.2
Manufactured Home Park			P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*				Section 60.300.020B.4
Group Living																					
Congregate Housing			S	S	S	S	S	S	S	S	S	S	S	S	S	S	S				Section 60.300.020B.1
Dormitory															P	P	P				Section 60.300.020B.1
Medical Stay Dwelling Unit		S	S	S	S	S	S	S	S	S	S	S	S	S							
Nursing Home		P*	P*	P	S*	S*	P	S	S	S	S	S	S	S	S	S	S				Section 60.300.020B.5

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	Residential and Agricultural						Mixed Use												Non-Residential			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	AG	R-1	R-2	R-2x	R-3	R-4	MX-N	MX-S	MX-C	MX-G	MX-I	Corridor	Node	Village	Fringe	Medial	Business	BP	LI	SI	**Use-Specific Standards**
Offender Transitional Housing		C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*		Section 60.300.020B.6
Residential Care Facility		S/P*	S/P*	S/P*	S/P*	S/P*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*				Section 60.300.020B.7
Public, Institutional, and Civic Uses																						
Art Gallery, Museum, and Library	P	P	P	P	S	S	S	S	S	S	S	S	S	S	S	S	S					
Cemetery	P*	P*	P*	P*	P*	P*															Section 60.300.020C.1	
College or University						P		P	P	P	P	P	P	P	P	P	P					
Community Center	P*	P*	P*	P*	P*	P*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*				Section 60.300.020C.2	
Community Garden	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*				Section 60.300.020C.3	
Correctional Facility											C							C	C	C		
Day Care Facility	S/P	S/P*	S/P*	S/P*	S/P*	S/P*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	P*	P*	P*	Section 60.300.020C.4	
Emergency Service	P*	P*	P*	P*	P*	P*	P*	P*	S*	S*	S*	P*	P*	P*	P*	P*	P*	S*	S*	S*	Section 60.300.020C.5	
Funeral Home		P	P	P	S*	S*	S	S	S	S	S								S		Section 60.300.020C.6	
Medical Facility		P*	P*	P*	P*	P*	S*	S	S	S	S	S	S	S	S	S	S				Section 60.300.020C.7	
Place of Worship	S	S	S	S	S	S	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*	S*				Section 60.300.020C.8	
Public Facility							S	S	S	S	S	S	S	S	S	S	S	S	S	S		
Public Park	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	P		
School	S*	S*	S*	S*	S*	S*	P*	P*	P*	P*	P*	P*			P*						Section 60.300.020C.9	

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	Residential and Agricultural						Mixed Use												Non-Residential			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	**AG**	**R-1**	**R-2**	**R-2x**	**R-3**	**R-4**	**MX-N**	**MX-S**	**MX-C**	**MX-G**	**MX-I**	**Corridor**	**Node**	**Village**	**Fringe**	**Medial**	**Business**	**BP**	**LI**	**SI**	**Use-Specific Standards**
Social Services	P	P*	P*	P*	P*	S*	S	S	S	S	S	S	S	S	S	S	S				Section 60.300.020C.10
Specialized Education						S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	
Commercial Uses																					
Agricultural and Animal Uses																					
Agriculture Production	S	P*	P*																S*	S*	Section 60.300.020D.2
Agriculture Retail	S						S			P									S	S	
Veterinary and Animal Services	S*			S	S	S	S*	S*	S*	S*		S*	S*	S*	S*	S*	S*	S*	S*	S*	Section 60.300.020D.27
Entertainment and Recreation																					
Adult Entertainment										S*		S*	S*	S*	S*		S*		S*		Section 60.300.020D.1
Auditorium or Civic Center	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P				
Campgrounds or RV Park	P*									P*											Section 60.300.020D.8
Indoor Entertainment or Recreation					P*	P*	S*	S*	S	S	S	S	S	S	S	S	S	S	S	S	Section 60.300.020D.12
Indoor Gun Range										C*									C*	C*	Section 60.300.020D.13
Outdoor Entertainment or Recreation						P*		P*	S*	S*	P*	P	S	S	S	S	S		S*		Section 60.300.020D.18
Food, Beverage, and Lodging																					
Bar or Tavern							P*	S	S	S*	S	S	S	S	S*	S	S	P	P*		Section 60.300.020D.5
Bed and Breakfast			P*	P*	P*	P*	S	S	S	S	S										Section 60.300.020D.6
Fast Food Restaurant						P*	P*	S*	S	S	S	S	S	S	S	S	S	S	S	S	Section 60.300.020D.10

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	Residential and Agricultural						Mixed Use												Non-Residen-tial			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	AG	R-1	R-2	R-2x	R-3	R-4	MX-N	MX-S	MX-C	MX-G	MX-I	Corridor	Node	Village	Fringe	Medial	Business	BP	LI	SI	Use-Specific Standards
Hotel or Motel								S	S	S	S	S	S	S	S	S	S		P		
Neighborhood Food and Service			P	S	S	S	S*	S*	S	S	S	S	S	S	S	S	S				Section 60.300.020D.16
Standard Restaurant						P*	S	S*	S*	S*	S*	S*	S*	S*	S*	S	S*	S	S*	S*	Section 60.300.020D.22
Office, Business, and Professional Services																					
Art Studio and Workshop				V		S	S	S	S	S	S	S	S	S	S	S	S				Section 60.300.020D.4
Business or Personal Service				S*	S*	S*	S*	S*	S	S*	S*	S	S	S	S	S	S	S	S		Section 60.300.020D.7
Construction Office										P*									S*	S*	Section 60.300.020D.9
Financial Institution							S	S	S	S	S	S	S	S	S	S	S	S	S		
Office				S		P*	S*	S*	S	S	S	S	S	S	S	S	S	S	S		Section 60.300.020D.17
Research and Testing									P	S	S	S	S	S	P*	S	P	S	S	S	Section 60.300.020D.21
Retail Sales																					
Retail, Neighborhood				S	V	S	S*	S*	S	S	S	S	S	S	S	S	S				Section 60.300.020D.23
Retail, Small				P*	P*	S*		S*	S	S	S	S	S	S	S	S	S		S		Section 60.300.020D.24
Retail, Medium								P	S*	S	S	S	S	S	S		S		S		Section 60.300.020D.25
Retail, Large									P	S*	P*	S*	S*	S*	S*		S*	P	S*		Section 60.300.020D.26
Vehicles and Transportation																					
Air Transportation										C*	C*								P*	P*	Section 60.300.020D.3
Automotive Center								P	P	S					S			S	S	S	

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	Residential and Agricultural						Mixed Use												Non-Residential			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	**AG**	**R-1**	**R-2**	**R-2x**	**R-3**	**R-4**	**MX-N**	**MX-S**	**MX-C**	**MX-G**	**MX-I**	**Corridor**	**Node**	**Village**	**Fringe**	**Medial**	**Business**	**BP**	**LI**	**SI**	**Use-Specific Standards**
Automotive Repair Services, Major									P	S								P	S	S	
Fueling Station								P*	S*	S*				A*				S	S*	S*	Section 60.300.020D.11
Motor Freight and Warehousing									P	S*	P							P	S*	S*	Section 60.300.020D.14
Motor Vehicle Sales, Leasing or Storage									S	S*								S*	S*	S	Section 60.300.020D.15
Parking Garage					A*	A*				A*	S*	C*	C*	S*	C*	C*	C*	A*	A*	A*	Section 60.300.020D.19
Parking Lot	A	A	A	A	A	A	A*	A*	S	S	S	C*	C*	S*	I	I	I	S	S	S	Section 60.300.020D.20
Public Transportation Dispatch Facility										S	P	P	P	S		P	P	S	S	S	
Railroad Transportation																				S	
Industrial Uses																					
Manufacturing, Processing, and Commercial Services																					
Artisan Manufacturing							S	S	S	S	P	S	S	S	S	S	S				
Heavy Commercial Services									S	S	P							P	S	S	
Heavy Industry																				S*	Section 60.300.020E.1
Light Industry										P								S	S	S	
Recycling Transfer Facility									S	S	S							P	S	S	
Repair and Maintenance Shop				P*		S*	S*	S*	S*	S*		S*		S*				S	S	S	Section 60.300.020E.4

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	Residential and Agricultural						Mixed Use												Non-Residential			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	AG	R-1	R-2	R-2x	R-3	R-4	MX-N	MX-S	MX-C	MX-G	MX-I	Corridor	Node	Village	Fringe	Medial	Business	BP	LI	SI	Use-Specific Standards
Storage and, Distribution, and Wholesaling																					
Junkyard																				C*	Section 60.300.020E.2
Self Service Storage Facility									P*	S*	S				P*			P*	S*	S	Section 60.300.020E.6
Wholesale Facility									S*	S*	P							S*	S*	S*	Section 60.300.020E.7
Resource and Extraction																					
Landfill																				C	
Quarry	C*																		C*	C*	Section 60.300.020E.3
Sand or Gravel Excavation	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	C*	C*	C*	Section 60.300.020E.5
Utility, Communication, and Energy Uses																					
Commercial Wireless Telecommunication Service (CWTS)																					Section 60.300.020F.1
Co-Located on Existing Structure	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	
Freestanding	P*						P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	
Stealth on Existing Structure	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	
Communications Tower								P	P	P	P	P	P	P	S	P	P	S	S	S	
Geothermal Energy System	P	A*	A*	A*	A*	A*	A	A	A	A	A	A	A	A	A	A	A	A	P	P	
Solar Collector, Ground- or Building-Mounted	P*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	P*	P*	P*	Section 60.300.020F.2
Utility, Major	C*						C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	C*	Section 60.300.020F.3

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	Residential and Agricultural						Mixed Use										Non-Residential			
												MX-T			MX-D					
Zoning districts and subdistricts (where applicable)	**AG**	**R-1**	**R-2**	**R-2x**	**R-3**	**R-4**	**MX-N**	**MX-S**	**MX-C**	**MX-G**	**MX-I**	**Corridor**	**Node**	**Village**	**Fringe**	**Medial**	**Business**	**BP**	**LI**	**SI**	**Use-Specific Standards**
Utility, Minor	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Wind Energy Conversion System (WECS), Ground- or Building-Mounted	P*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	P*	P*	P*	Section 60.300.020F.3
Accessory Uses and Structures																					Section 60.300.020G.1
Accessory Dwelling Unit	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*				Section 60.300.020G.5
Animal Husbandry	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*				Section 60.300.020G.6
Billboard										A*									A*	A*	Section 60.300.020G.7
Drive-in Facility								A*	A*	A*	A*	A*	A*	A*				A*	A*	A*	Section 60.300.020G.8
Electric Vehicle Charging Station	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Fuel Tank	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	Section 60.300.020G.9
Garage	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*				Section 60.300.020G.10
Greenhouse	A	A*	A*	A*	A*	A*	A	A	A	A	A							A	A	A	Section 60.300.020G.11
Home Occupation	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*				Section 60.300.020G.12
Outdoor Eating Area				A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*			Section 60.300.020G.13
Recreational Vehicle Parking	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*							A*	A*	A*	Section 60.300.020G.14
Recycling Drop Box					A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	Section 60.300.020G.15
Related Service Facility	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	Section 60.300.020G.16

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	Residential and Agricultural						Mixed Use												Non-Residen-tial			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	**AG**	**R-1**	**R-2**	**R-2x**	**R-3**	**R-4**	**MX-N**	**MX-S**	**MX-C**	**MX-G**	**MX-I**	**Corridor**	**Node**	**Village**	**Fringe**	**Medial**	**Business**	**BP**	**LI**	**SI**	**Use-Specific Standards**
Residence for Caretaker or Security Guard										A*	A*							A*	A*	A*	Section 60.300.020G.17
Residential Management or Sales Office		A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*				Section 60.300.020G.18
Swimming Pool or Tennis Court	**A**	**A***	**A***	**A***	**A***	**A***	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	Section 60.300.020G.19
Urban Agriculture	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	Section 60.300.020G.20
Temporary Uses																					
Carnival or Festival	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	Section 60.300.020H.1
Contractor's Office and Yard	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	Section 60.300.020H.2
Food Truck	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	Section 60.300.020H.3
Garage Sale	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	Section 60.300.020H.4
Seasonal Sales	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	Section 60.300.020H.5
Storage Container	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**T***	**A***	**A***							**A***	**A***	**A***	Section 60.300.020H.6

33B EAST VETERANS MEMORIAL HIGHWAY KASSON, MN 55944
320 WEST BROADWAY PLAINVIEW, MN 55964

MAILING ADDRESS: PO BOX 100 KASSON, MN 55944

507.634.4505 ▌WSE.ENGINEERING

Meeting Minutes

Project:	Prairie Oaks General Development Plan, Major Land Subdivision, Zone Change
Owner:	Owner/Applicant – Oak Grove RST LLC
Consulting Engr/Firm:	WSE + MASSEY ENGINEERING & SURVEYING
Meeting Date/Location:	5:00 PM on Tuesday October 28, 2025 (Oak Summit Golf Course – 2751 County 16 Rochester, MN 55902)

Attendees

(See attached NIM sign in sheet)

1. Introduction

- Meeting led by Ryan Schoenfelder (WSE Massey), the planning and engineering consultant for the project. Other members of the development team included Bill Tointon (WSE Massey), Brent Broitzman (Owner), David Friedline (Owner), and Brent Warndahl (Owner).
- Purpose: A city-required Neighborhood Information Meeting (NIM) to discuss project highlights and gather public feedback.
- Meeting notes will be submitted to the city for future applications, attendees were asked to sign the attendance sheet.

2. Project Overview

- **Size & Layout**:

- GDP = 80 acres
- Project Site = 15.5 acres

- **Land Use Breakdown:**
  - Currently Ag
  - 37 single-family residential lots
  - Lot sizes range from 8,000-20,000 square feet.
- **Key aspects:** Residential units, stormwater management, roadways, and zoning regulations.

3. Phases and Development Process

- **Current phase:** General Development Plan on the entire site, Major Land Subdivision on the entire site, and zone change on approximately 15 acres.
- **Next Steps:**
  - Submission of applications within 30 days
  - City review process (~3 weeks)
  - Planning Commission meeting (zone change + plat)
  - City Council meeting (includes public hearing)
- Estimated timeline for full build-out: **Estimated 2-3 years for whole site.**

4. Key Development Areas

- **Phase 1:** Preliminary plat entire site, final plat 15 lots.
- **Phase 2:** Final plat 22 lots.

5. Traffic and Accessibility

- **Primary Access Points:** One new access point to 60th St SW, street extension to the north for future development.
- **Traffic Study & Improvements:**
  - A traffic study waiver was issued by the city engineer.

6. Environmental Features

- **Existing Conditions:**
    - No Wetlands
    - Stormwater treatment basins
    - Boulevard Trees
    - Shallow depth to rock

7. Concerns and Questions

- **Drainage & Stormwater Pond: Waterway erosion to the west of the site has increased since South Pointe was completed. Type of stormwater is currently being designed.**
- **Utility availability: Existing sanitary sewer and water will be extended into the site. Watermain is adjacent to the east but sanitary sewer will need to be extended in the right of way from south of the intersection of 11th ave and 60th St.**
- **Traffic Safety: Traffic will likely concentrate going west to 11th ave.**
- **Construction Timeline: Start grading spring of 2026.**

8. Future Steps

- Further approvals and modifications based on city review
- Continued communication with residents

9. Other Notes

- None

Adjournment

- Meeting concluded with Q&A session.

- Attendees were thanked for their participation.

PRAIRIE OAKS NIM

SIGN IN SHEET

	NAME	ADDRESS	EMAIL
1.	Ryan Schoenfelder	717 3rd Ave SE	ryan@wse.engineering
2.	Bill Tointon	717 3rd Ave SE	bill.tointon@wse.engineering
3.	James Broitzman	103 Petersen LN NW Stewartville	jbroitzman@icloud.com
4.	David Friedline	5452 Creekside ln sw	Ridgelinehomesmn@gmail.com
5.	Brent Warndahl	631 12th St NW Byron MN	308summit@gmail.com
6.	Polly Owens	3315 42nd Ave SE Roch	smclingjemur88@gmail.com
7.	Jo Russell	5900-11th Ave SW	
8	Amy Russell	3422 46th St NW	amyrussell123@yahoo.com
9.	Karl A. King	5980 11th ave SW	Pabar43@yahoo.com
10.			
11.			
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25.			

Agency Review Comments

Application No: CD2025-006ZC

11/14/2025 **LGU**

There are no Wetland or Decorah Edge related concerns with this project.

11/25/2025 **Public Works Review**

There are no comments from this agency at this time.

4. Criteria for Rezoning Approval

a. General

If the application is for any amendment to the zoning map other than an amendment of FPO district boundaries or the boundaries of Flood Fringe (FF), Floodway (FW), or Flood Prone (FP) subdistricts within the FPO district, the Planning Commission shall recommend for approval, and the City Council may approve a rezoning request if determines that the following criteria are met:

1) The amendment must satisfy all of the following criteria:

   (a) The permitted uses allowed within the proposed zoning district will be appropriate on the subject property and compatible with adjacent properties and the neighborhood; and

   (b) The proposed amendment does not involve spot zoning.

2) In addition to the requirements in Section 60.500.040E.4.a.1), the amendment must satisfy at least one of the following criteria:

   (a) The area, as presently zoned, is inconsistent with the policies and goals of the Comprehensive Plan;

   (b) The area was originally zoned erroneously due to a technical or administrative error;

   (c) While both the present and proposed zoning districts are consistent with the Comprehensive Plan, the proposed district better aligns with the policies and goals of the Comprehensive Plan or other adopted City plans or policies, as determined by City Council;

   (d) The area has changed or is changing to such a degree that it is in the public interest to rezone to encourage development or redevelopment of the area consistent with the policies and goals of the Comprehensive Plan; or

   (e) The area includes lands identified as Decorah Edge and the amendment would provide for beneficial development that maintains typical urban density while preserving habitat and protecting processes that maintain groundwater quality and quantity.

   (f) The area includes lands identified on adopted City plans as an important natural or historic resource, and the amendment would provide for beneficial development that would protect those resources.

CITY OF ROCHESTER, MINNESOTA
Planning & Zoning Commission MINUTES

Zone Change No. CD2025-006ZC by Oak Grove RST LLC

Cover Page

CD MEMO - CD2025-006ZC Prairie Oaks

Development Process - CD2025-006ZC Prairie Oaks

Notification Map - CD2025-006ZC Prairie Oaks

Location Map Exhibit - CD2025-006ZC Prairie Oaks

Applicant Narrative - CD2025-006ZC Prairie Oaks

Proposed Zoning Exhibit - CD2025-006ZC Prairie Oaks

Concept General Development Plan (CD2025-005GDP) - CD2025-006ZC Prairie Oaks

AG & R-1 Development Standard Comparison - CD2025-006ZC Prairie Oaks

Zone District Use Table - CD2025-006ZC Prairie Oaks

NIM Minutes - CD2025-006ZC Prairie Oaks

Agency Review Comments - CD2025-006ZC Prairie Oaks

Zoning Map Amendment Criteria - CD2025-006ZC Prairie Oaks

Anthony Cicchi presented one staff report covering Items 6C and 6D together.
Bill Tointon, WSE Massey Engineering, representing the applicant, spoke to the items.

The Public Hearing was opened, the following people spoke:
1. Polly Mattson
2. David Hinkemeyer
The Public Hearing was closed.

Bill Tointon responded to the public comments. A discussion ensued.

Motion to forward a recommendation of Approval for Zoning Map Amendment CD2025-006ZC with the findings and support outlined in the Community Development Memo dated December 10, 2025.
MOVER: Jonathon P Krull
SECONDER: John Eischen
AYES: Jeremy C Andrist, John Eischen, Ruchi Gupta, Jonathon P Krull, Lisa Ross, Nicolas B.C. Yost
NAYS: Robert A Cline
ABSENT: Abdimajid (Axe) M Ahmed
RESULT: APPROVED [6 - 1 - 1]

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Major Land Subdivision No. CD2025-041PLAT by Oak Grove RST LLC

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Public Hearings

PRESENTER:
Anthony Cicchi

Action Requested:

Adopting a Resolution Approving Major Land Subdivision No. CD2025-041PLAT, by Oak Grove RST LLC, to be known as Prairie Oaks, with nine conditions, for the subdivision of 15 acres into 37 Lots and two Outlots.

Report Narrative:

The applicant is proposing a Major Land Subdivision to subdivide 15 acres of land into 37 residential lots and two outlots. The site is located west of Highway 63 and north of 60th St SW. The underlying land use for the site is Low-Density Residential. The applicant currently has a General Development Plan (CD2025-005GDP) and Zone Change (CD2025-006ZC) applications running concurrently.

The conceptual GDP is attached to this report as an exhibit for reference purposes. This Major Land Subdivision plat for the development is consistent with the proposed General Development Plan and Zone Change currently in review. The site will gain access from 60th St SW. The development will be split into two phases, with the second phase providing a secondary access through the site toward the north, where the proposed future road concept will have outlets to 11th Ave SW and back to 60th St SW.

At the December 10, 2025, Planning and Zoning Commission Meeting, the Commission recommended by a vote of 6-1 that the Council approve Majr Land Subdivision No. CD2025-041PLAT. The Development Review Team and Planning and Zoning Commission recommend approval of the subject application with the following conditions:

1. Prior to the Final Plat submittal, the associated General Development Plan (CD2025-005GDP) will be approved.
2. Prior to the Final Plat submittal, the associated Zone Change (CD2025-006ZC) will be approved.
3. Prior to Final Plat submittal, Storm Water Management, Civil, and Grading Plans shall be approved.
4. Prior to the Final Plat submittal, a City-prepared Development Agreement must be approved.
5. Prior to the Final Plat submittal, Olmsted County GIS and Addressing comments shall be addressed.
6. Prior to the Final Plat submittal, RPU Water comments shall be addressed.
7. Prior to the Final Plat submittal, Rochester Fire Department comments shall be addressed.
8. Prior to the Recordation of the Final Plat, the applicant shall meet their parkland dedication obligation.
9. Prior to the Recordation of the Final Plat, the applicant shall provide a revised plat exhibit to include the street names, to the satisfaction of Olmsted County GIS and Addressing.

Priorities & Foundational Principles:
Inclusive Growth Management
Fiscal Responsibility and Sustainability

Policy Considerations & DEI Impact:
The proposed preliminary plat is consistent with the proposed General Development Plan and Zone Change and achieves Comprehensive Plan Core principles of Inclusive Growth Management, Fiscal Responsibility, and Sustainability.

Prior Legislative Actions & Community Engagement:
October 28, 2025: Neighborhood Information Meeting - Prairie Oaks.
December 10, 2025: Planning and Zoning Commission Report and Recommendation.
December 19, 2025: Notice of Public Hearing mailed to surrounding properties and forwarded to the newspaper for publication.

Fiscal & Resource Impact:
All development costs will be the responsibility of the developer and will be outlined in a Development Agreement and/or City-Owner Contract.

Alternative Action(s):
No alternative actions are suggested at this time.

Prepared By:
Anthony Cicchi

Attachments:
CD Memo - CD2025-041PLAT Prairie Oaks

Development Process - CD2025-041PLAT Prairie Oaks

Notification Map - CD2025-041PLAT Prairie Oaks

Location Map Exhibit - CD2025-041PLAT Prairie Oaks

Major Land Subdivision Exhibit - CD2025-041PLAT Prairie Oaks

Applicant Narrative - CD2025-041PLAT Prairie Oaks

NIM Minutes - CD2025-041PLAT Prairie Oaks

Review Comments - CD2025-041PLAT Prairie Oaks

Preliminary Plat Criteria - CD2025-041PLAT - Prairie Oaks

Concept General Development Plan (CD2025-005GDP) - CD2025-041PLAT Prairie Oaks

Planning and Zoning Commission Minutes - CD2025-041PLAT Prairie Oaks

Resolution - CD2025-041PLAT Prairie Oaks

ROCHESTER COMMUNITY DEVELOPMENT

City of Rochester
4001 West River Parkway NW, STE 100
Rochester, MN 55901-7090

Website: www.rochestermn.gov/cd
Email: communitydevelopment@rochestermn.gov
Phone: 507-328-2600

Rochester Planning and Zoning Commission **December 10, 2025**

Prepared By: Rochester Community Development Department

Request: Major Land Subdivision No. CD2025-041PLAT, by Oak Grove RST LLC, to subdivide approximately 15 acres of land into 37 residential lots and two outlots.

Location: The site is located west of Highway 63 and north of 60th Street SW.

Applicant: Oak Grove RST LLC

PLANNING COMMISSION SUMMARY

Application Type: Major Land Subdivision

What is Considered: The Major Land Subdivision is the initial document authorizing the creation of a subdivision. During the Major Land Subdivision review, the Planning Commission and City Council evaluate the subdivision for conformance with lot development standards, such as lot size, vehicle and pedestrian access /connectivity, public utility needs, and the future for development on adjacent undeveloped land.

Site design standards, such as building and parking lot location, height, and setbacks, are not part of the preliminary plat review.

A Final Plat will follow the Major Land Subdivision and will ensure full compliance with future construction, utility, and grading plans.

Approval Body: Rochester City Council

Development Review Team Recommendation: Approval with conditions:

1. Prior to the Final Plat submittal, the associated General Development Plan (CD2025-005GDP) will be approved.
2. Prior to the Final Plat submittal, the associated Zone Change (CD2025-006ZC) will be approved.
3. Prior to Final Plat submittal, Stormwater Management, Civil, and Grading Plans shall be approved.
4. Prior to the Final Plat submittal, a City-prepared Development Agreement must be approved.
5. Prior to the Final Plat submittal, Olmsted County GIS and Addressing comments shall be addressed.

6. Prior to the Final Plat submittal, RPU Water comments shall be addressed.
7. Prior to the Final Plat submittal, Rochester Fire Department comments shall be addressed.
8. Prior to the Recordation of the Final Plat, the applicant shall meet their parkland dedication obligation.
9. Prior to the Recordation of the Final Plat, the applicant shall provide a revised plat exhibit to include the street names, to the satisfaction of Olmsted County GIS and Addressing.

PROJECT SUMMARY

The applicant is proposing a Major Land Subdivision to subdivide 15 acres of land into 37 residential lots and two outlots. The site is located west of Highway 63 and north of 60th Street SW. The underlying land use for the site is Low-Density Residential. The applicant currently has a General Development Plan (CD2025-005GDP) and Zone Change (CD2025-006ZC) applications running concurrently.

The conceptual GDP is attached to this report as an exhibit for reference purposes. This Major Land Subdivision plat for the development is consistent with the proposed General Development Plan and Zone Change currently in review. The site will gain access from 60th St SW. The development will be split into two phases with the second phase providing a secondary access through the site toward the north, where the proposed future road concept will have outlets to 11th Ave SW and back to 60th St SW.

CD2025-041PLAT – ZONING SUMMARY TABLE	
Land Use/ Zoning	The underlying land use is Low-Density Residential. Upon finalization of the associated Zone Change (CD2025-006ZC), the site will be zoned R-1 Mixed Use Single Family. **East:** The properties to the east are zoned R-1 (Mixed Use Single Family). **West:** The properties to the west are zoned AG (Agricultural) and R-1 (Mixed Use Single Family). **North:** The properties to the north are zoned AG (Agricultural). **South:** The properties to the south are zoned R-1 (Mixed Use Single Family) and R-2 (Low Density Small Lot).
Streets and Access	The subdivision will gain access from 60th St SW. The proposed second phase will provide secondary access to the north, then west to 11th Ave SW and back south to 60th St SW through the properties to the east. The proposed roadways will be public.
Grading & Stormwater Management	No grading or earthwork is allowed to occur until a Stormwater Management Plan has been approved and a grading permit has been issued. The Stormwater Management Plan will be required before acceptance of a final plat application.
Wetlands/Decorah Edge/Floodplain	There are no Wetland, Decorah Edge or Floodplain related concerns with this project.

Public Facilities	Presently, off-site public facilities exist to service development. Execution of an Individual Site Development Agreement will be needed to address Owner's and City's obligations related, but not limited to: stormwater management, transportation improvement, construction and maintenance obligations of the east-west running pedestrian path, and applicable development related charges. The agreements will address any on-site or off-site obligations that may be required to accommodate the subject development.
Utilities	Presently, public facilities exist to service the site. The developer will continue to work with RPU Water to resolve any comments provided during the review process. These comments must be resolved prior to the Final Plat submission.
Parkland Dedication	The plat will create 37 residential lots, requiring 0.90 acres of parkland dedication. Parks and Recreation teammates have worked with the developer and have determined that parkland dedication should be met via cash-in-lieu. The developer will be required to pay $35,526.00 prior to Final Plat recordation.

MAJOR LAND SUBDIVISION CRITERIA – STANDARDS FOR APPROVAL

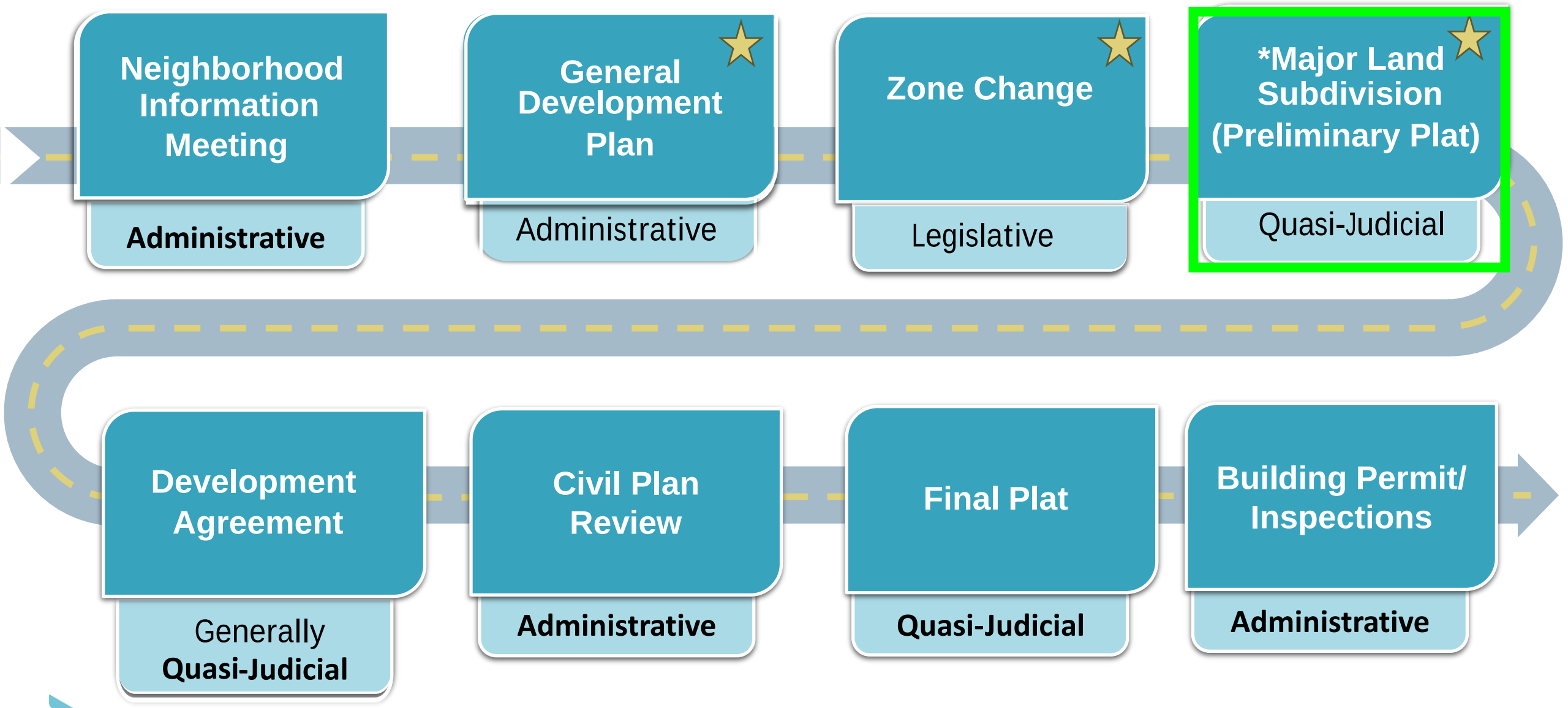
The Community Development Team has reviewed the Major Land Subdivision for conformance with the Unified Development Code and recommends that all Major Land Subdivision findings are met (Section 60.500.040G.4).

The Community Development Team recommends APPROVAL WITH CONDITIONS, as outlined in the Planning Commission Summary above.

ATTACHMENTS

1. Development Process
2. Notification Map
3. Location Map
4. Major Land Subdivision Exhibit
5. Applicant Narrative
6. Neighborhood Information Meeting Minutes
7. Review Comments
8. Preliminary Plat Criteria
9. Concept General Development Plan (CD2025-005GDP).

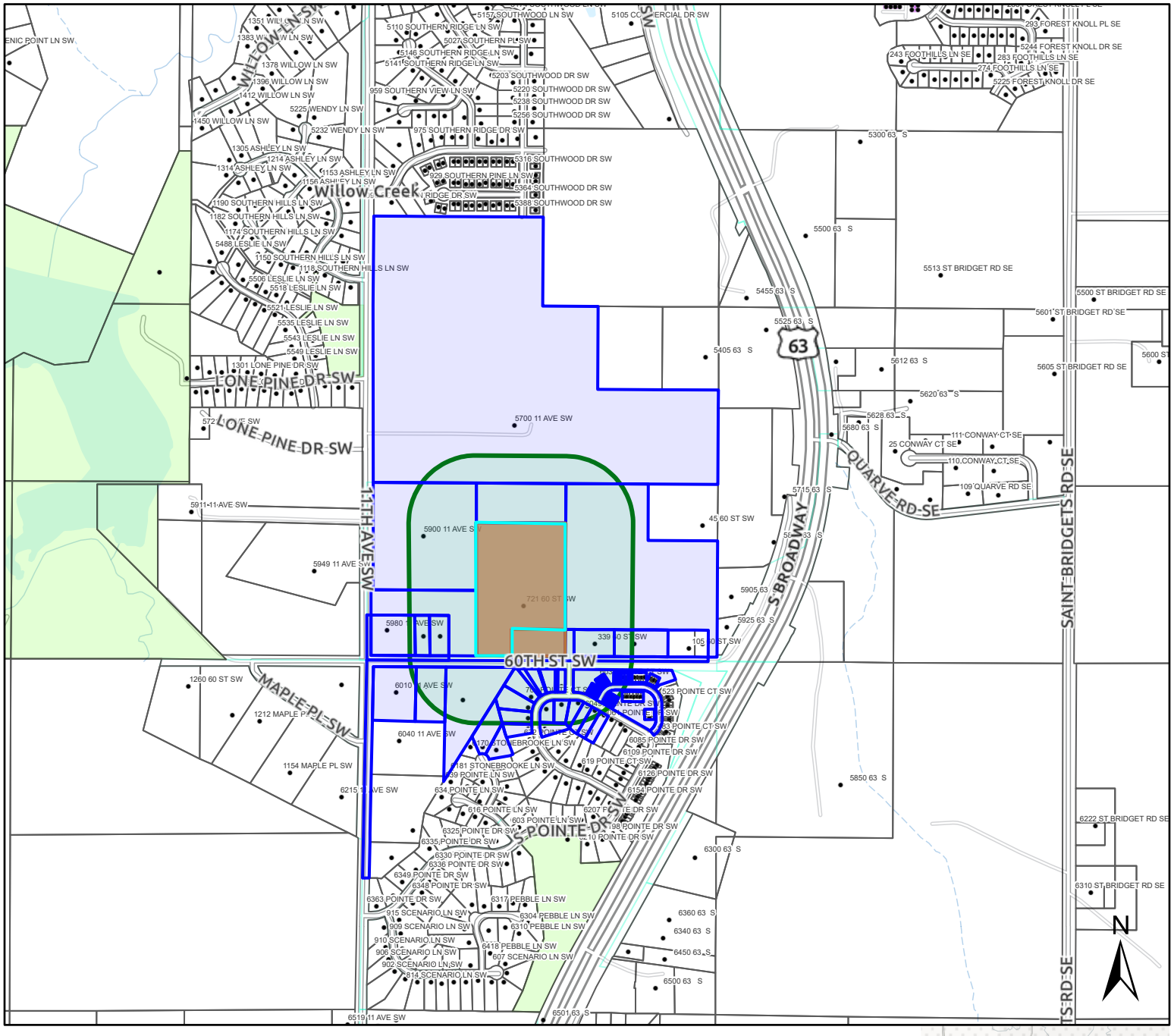
Prairie Oaks Subdivision



CD2025-041PLAT & CD2025-006ZC Prairie Oaks

0 0.1 0.1 0.2 0.3 mi

11/13/2025 Olmsted County Geographic Information Systems Scale: 1:18,056



Site of Interest

Notification Locations

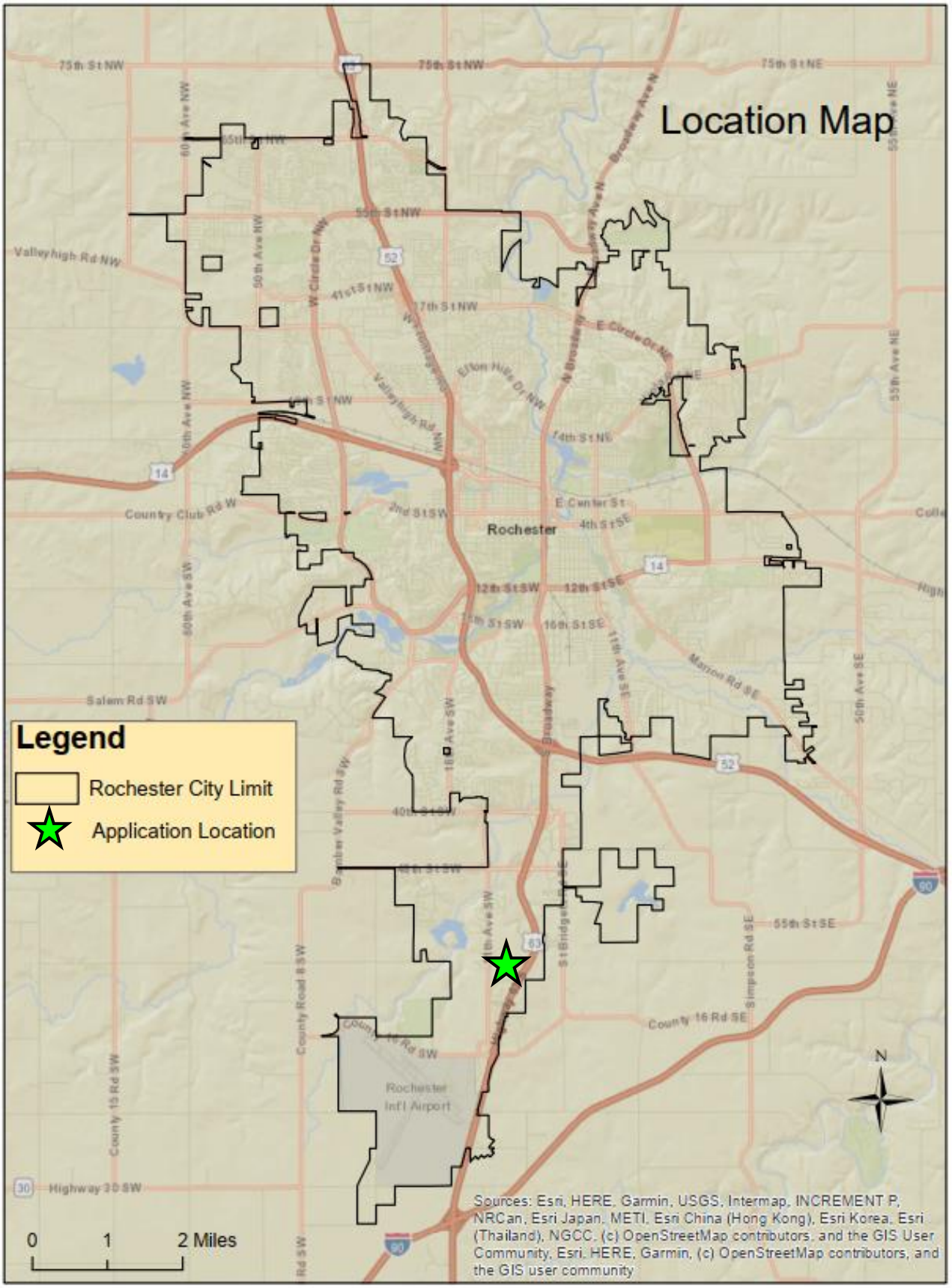
Notification Perimeter

Major Land Subdivision #CD2025-041PLAT, by Oak Grove RST LLC, to subdivide approximately 15 acres into 37 residential lots. The site is located west of Highway 63 and north of 60th St SW.
&
Zone Change #CD2025-006ZC, by Oak Grove RST LLC, to rezone approximately 13 acres of land from AG (Agriculture) to R-1 (Mixed Single-Family). The site is located west of Highway 63 and north of 60th St SW.
Notif Area: 350'
PINs: 045418, 04229
Ward 1



OLMSTED COUNTY
MINNESOTA

This document is not guaranteed to be 508C. For accessible maps, please contact the author or Olmsted County GIS. Olmsted County is not responsible for omissions or errors contained herein. If discrepancies are found within this map please notify Olmsted County GIS at (507) 328-7100, gissupport@olms
Public Works Service Center 1188 50 St SE, Rochester, MN 55904.
Esri Community Maps Contributors, MN Dept Natural Resources, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, MN Dept Natural Resources, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS


Location Map
Legend
Rochester City Limit
Application Location
Rochester
Rochester Int'l Airport
0
1
2 Miles
N
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

LEGEND

- PROPERTY LINE
- CENTER LINE
- LOT LINES
- RIGHT OF WAY LINE
- STORM SEWER/FLARED END SECTION
- WATERMAIN
- EXISTING CONTOURS
- BITUMINOUS
- CONCRETE
- PROPOSED STORM SEWER/MANHOLE/CATCHBASIN
- PROPOSED WATERMAIN
- PROPOSED SANITARY/MANHOLE
- PROPOSED CURB & SIDEWALK

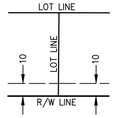
PROPERTY DESCRIPTION

That part of the Southwest Quarter (SW1/4) of Section No. Thirty-five (35), Township One Hundred Six (106), Range Fourteen (14) described as commencing at the Southeast corner of Lot Eleven (11) of Steffenson's First Sub-division for a place of beginning, thence North along the East line of said Lot Eleven (11) and as extended, Nine Hundred Ninety (990) feet, thence West, Six Hundred Sixty (660) feet, thence South Nine Hundred Ninety (990) feet to a point in the South line of said Lots Eleven (11) and Twelve (12), if extended, which is Six Hundred Sixty (660) feet West of the place of beginning, thence East to the place of beginning. This description includes Lots Eleven (11) and Twelve (12) of Steffenson's First Sub-division, in the City of Rochester, Olmsted County, Minnesota.

PROPERTY LOCATION MAP
SECTION 35
T. 107 N. R. 15 W.
N.W. 1/4 | N.E. 1/4
35
S.W. 1/4 | S.E. 1/4
No Scale

NUMBER OF LOTS 37 = 9.40 ACRES
NUMBER OF OUTLOTS 2 = 2.17 ACRES
STREET RIGHT OF WAY = 3.43 ACRES
TOTAL AREA = 15.00 ACRES

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

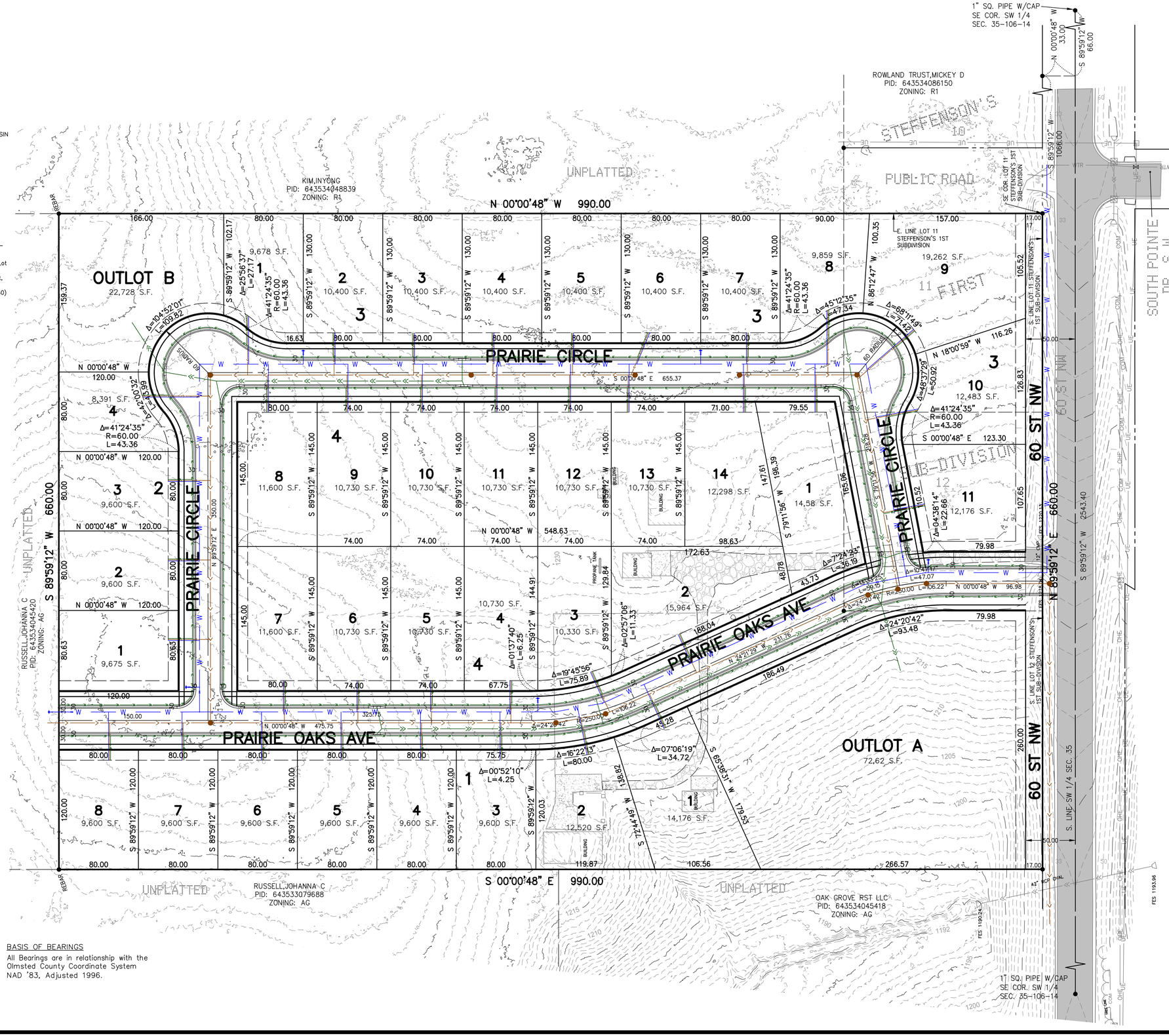


PLAN

0 50 100
SCALE IN FEET

BASIS OF BEARINGS

All Bearings are in relationship with the Olmsted County Coordinate System NAD '83, Adjusted 1996.



WSE MASSEY LTD
Engineering & Surveying

PH. NO. 507-634-4505
PLANS@WSE.ENGINEERING
www.wse.engineering

KASSON OFFICE
P.O. BOX 100
33 B E VETERANS MEMORIAL HIGHWAY
KASSON, MN 55944

ROCHESTER OFFICE
1765 RESTORATION ROAD SW
ROCHESTER, MN 55902

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Number Date

REV: DATE: DESCRIPTION:

PRELIMINARY PLAT
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: 1"=50'
DATE: 11/12/2025
DRAWN BY: G.D.Z.
JOB NUMBER: 5174
DWG. FILE: 5174SP01

5174SP01.dwg

11/12/2025 1:43:36 PM

717 3RD AVE SE, SUITE 101 ROCHESTER, MN 55904
33B EAST VETERANS MEMORIAL HIGHWAY KASSON, MN 55944

MAILING ADDRESS: PO BOX 100 KASSON, MN 55944

507.634.4505 | WSE.ENGINEERING

12 November 2025

City of Rochester

Community Development

4001 West River Parkway

Rochester, MN 55901 ELECTRONIC DELIVERY

RE: Prairie Oaks Development

Dear Community Development,

On behalf of the owner and applicant, Oak Grove RST LLC, we are submitting applications for (1) General Development Plan, (2) Major Land Subdivision (Preliminary Plat), and (3) Zone Change to facilitate the development of 37 lots on 15 acres. WSE has prepared the submission materials and all supporting documents in accordance with the Unified Development Code (UDC), UDC checklists, and the predevelopment meeting held with the City of Rochester staff on July 3rd, 2025. This cover letter applies to all 3 applications for concurrent review, and we request the applications be placed on the December 10th city Planning and Zoning Commission agenda.

The project site is located on 15 acres abutting 60th Ave SW (721 60th St SW) which was home to a former homestead.

(1) General Development Plan

A general development plan (GDP) was prepared to demonstrate how the area could develop. The GDP contains approximately 80 acres of land generally bounded by 11th Ave SW, 60th St SW, and Highway 63 S. The overall density of the GDP is approximately 2-4 units per acre. The following materials are being submitted for review and approval of the general development plan:

1. Cover letter and narrative (this document)
2. Signed Application
3. General Development Plan
4. Response to GDP Approval Criteria
5. GDP Checklist
6. Stormwater Proof of Concept
7. Neighborhood informational meeting minutes
8. Signed traffic waiver

(2) Major Land Subdivision (Preliminary Plat)

The preliminary plat for Prairie Oaks contains 37 lots on 15 acres. The project is currently proposed to be broken into two phases of construction as demonstrated on the General Development Plan. Phase I will begin in 2026. Outlots A and B will contain onsite stormwater treatment facilities. The following materials are being submitted for review and approval of the preliminary plat:

1. Cover letter and narrative (this document)
2. Signed Application
3. Preliminary Plat Exhibit
4. Response to Major Land Subdivision Approval Criteria
5. Major Land Subdivision Checklist
6. Preliminary Construction Plans
7. Neighborhood informational meeting minutes
8. Signed traffic waiver
9. Olmsted County GIS Forms
10. General Development Plan (Concurrent review)

(3) Zone Change

Approximately 14 acres of the Prairie Oaks site is zoned AG. To facilitate the development of the property for single family for sale housing, a zone change from AG to R-1 is proposed. The R-1 zoning is consistent with the Low Density land use designation and the neighboring properties. The following materials are being submitted for review and approval of the zone change petition from AG to R-1:

1. Cover letter and narrative (this document)
2. Signed Application
3. Rezoning Exhibit
4. Response to Rezoning Approval Criteria
5. Rezoning Checklist
6. Copy of General Development Plan
7. Neighborhood informational meeting minutes
8. Signed traffic waiver
9. Legal Description (.pdf and .docx)

All of the fees to City of Rochester and Olmsted County will be paid after acceptance of this electronic submittal.

Please contact our team if there are any questions during the review of these applications. We kindly request this application be considered complete and placed on the December 10th Planning Commission Agenda.

Sincerely,

WSE Massey Engineering and Surveying



Ryan Schoenfelder, EIT

Planning and Design

717 3rd Ave SE, Suite 101
Rochester, MN 55904
507-634-4505

33 B Veterans Memorial Highway E, PO Box 100
Kasson, MN 55944
507-634-4505

33B EAST VETERANS MEMORIAL HIGHWAY KASSON, MN 55944
320 WEST BROADWAY PLAINVIEW, MN 55964

MAILING ADDRESS: PO BOX 100 KASSON, MN 55944

507.634.4505 ▌WSE.ENGINEERING

Meeting Minutes

Project:	Prairie Oaks General Development Plan, Major Land Subdivision, Zone Change
Owner:	Owner/Applicant – Oak Grove RST LLC
Consulting Engr/Firm:	WSE + MASSEY ENGINEERING & SURVEYING
Meeting Date/Location:	5:00 PM on Tuesday October 28, 2025 (Oak Summit Golf Course – 2751 County 16 Rochester, MN 55902)

Attendees

(See attached NIM sign in sheet)

1. Introduction

- Meeting led by Ryan Schoenfelder (WSE Massey), the planning and engineering consultant for the project. Other members of the development team included Bill Tointon (WSE Massey), Brent Broitzman (Owner), David Friedline (Owner), and Brent Warndahl (Owner).
- Purpose: A city-required Neighborhood Information Meeting (NIM) to discuss project highlights and gather public feedback.
- Meeting notes will be submitted to the city for future applications, attendees were asked to sign the attendance sheet.

2. Project Overview

- **Size & Layout**:

- GDP = 80 acres
- Project Site = 15.5 acres

- **Land Use Breakdown:**
  - Currently Ag
  - 37 single-family residential lots
  - Lot sizes range from 8,000-20,000 square feet.
- **Key aspects:** Residential units, stormwater management, roadways, and zoning regulations.

3. Phases and Development Process

- **Current phase:** General Development Plan on the entire site, Major Land Subdivision on the entire site, and zone change on approximately 15 acres.
- **Next Steps:**
  - Submission of applications within 30 days
  - City review process (~3 weeks)
  - Planning Commission meeting (zone change + plat)
  - City Council meeting (includes public hearing)
- Estimated timeline for full build-out: **Estimated 2-3 years for whole site.**

4. Key Development Areas

- **Phase 1:** Preliminary plat entire site, final plat 15 lots.
- **Phase 2:** Final plat 22 lots.

5. Traffic and Accessibility

- **Primary Access Points:** One new access point to 60th St SW, street extension to the north for future development.
- **Traffic Study & Improvements:**
  - A traffic study waiver was issued by the city engineer.

6. Environmental Features

- **Existing Conditions:**
    - No Wetlands
    - Stormwater treatment basins
    - Boulevard Trees
    - Shallow depth to rock

7. Concerns and Questions

- **Drainage & Stormwater Pond: Waterway erosion to the west of the site has increased since South Pointe was completed. Type of stormwater is currently being designed.**
- **Utility availability: Existing sanitary sewer and water will be extended into the site. Watermain is adjacent to the east but sanitary sewer will need to be extended in the right of way from south of the intersection of 11th ave and 60th St.**
- **Traffic Safety: Traffic will likely concentrate going west to 11th ave.**
- **Construction Timeline: Start grading spring of 2026.**

8. Future Steps

- Further approvals and modifications based on city review
- Continued communication with residents

9. Other Notes

- None

Adjournment

- Meeting concluded with Q&A session.

- Attendees were thanked for their participation.

PRAIRIE OAKS NIM

SIGN IN SHEET

	NAME	ADDRESS	EMAIL
1.	Ryan Schoenfelder	717 3rd Ave SE	ryan@wse.engineering
2.	Bill Tointon	717 3rd Ave SE	bill.tointon@wse.engineering
3.	James Broitzman	103 Petersen LN NW Stewartville	jbroitzman@icloud.com
4.	David Friedline	5452 Creekside ln SW	Ridgelinehomesmn@gmail.com
5.	Brent Warndahl	631 12th St NW Byron MN	308summit@gmail.com
6.	Polly Owens	3315 42nd Ave SE Roch	sunclingjemur88@gmail.com
7.	Jo Russell	5900-11th Ave SW	
8	Amy Russell	3422 46th St NW	amyrussell123@yahoo.com
9.	Karl A. King	5980 11th ave SW	Pabar43@yahoo.com
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Agency Review Comments

Application No: CD2025-041PLAT

11/26/2025 **County GIS/E911**

See attached document PrairieOaksPP_Referral.pdf.

11/14/2025 **Fire Review**

11/14/2025 **LGU**

There are no Wetland or Decorah Edge related concerns with this project.

11/18/2025 **Park and Rec Review**

See attached comment in Accela software.

11/26/2025 **Public Works Review**

See attached comment in Accela software.

11/25/2025 **RPU Electric Review**

There are no comments from this agency at this time.

11/17/2025 **RPU Water Review**

RPU Water Dept has no objections to this Major Land Subdivision application. See RPU Water Dept. plan review mark-ups and informational letter both dated 11/17/2025 for more details and information.

ROCHESTER PUBLIC WORKS

City of Rochester
Development Services and Infrastructure Center
4001 West River Parkway NW, STE 100
Rochester, MN 55901-7090

Phone: 507-328-2400
Fax: 507-328-2401

TO: Community Development
4001 West River Parkway NW, Suite 100
Rochester, MN 55901-7090

FROM: Mark E. Baker

RE: Prairie Oaks Major Land Subdivision
(PINs 45418 & 45229)
(Part of SW ¼, Section 35-106-14)

DATE: 11/26/25

The Department of Public Works has reviewed the application for Major Land Subdivision CD2025-041PLAT, and the proposed Prairie Oaks development. The following are item(s) that need to be addressed prior to Final Plat application:

1. Civil Plans, Grading Plan, and Stormwater Management Plan approval will be required as part of the subdivision approval process for this property. Civil and Stormwater Management Plans ready for review and approval should be emailed to LDSubmittals@Rochestermn.gov along with a completed grading permit application. For stormwater related questions, contact Seth Loken at sloken@rochestermn.gov. For civil plan related and city owner contract related questions, contact Kyle Mittlieder at kmittlieder@rochestermn.gov. The current street geometry should be considered conceptual.

2. Execution of a City-prepared Development Agreement is needed to address the adequacy of public facilities and to memorialize terms and obligations related to items such as: extension of public infrastructure, 60th Street SW obligations, pedestrian facilities, ownership and maintenance of the proposed storm water facilities, development related charges applicable to the Property, etc. Execution by the Owner is required prior to recording the Final Plat. Please contact Mark Baker at 507-328-2427 or mbaker@rochestermn.gov to initiate preparation of the document.

Other comments that are not conditions of approval:

1. The TIS waiver is approved for this application.
2. Execution of a City-Owner Contract, and dedication of any applicable on and off-site public easements is required prior to construction of the public infrastructure for development of the Property.
3. Public Works collected development charges/fees applicable to the Property include a Trunk Sanitary Sewer Rate Charge (TSR) – East Zumbro District – Willow Creek Subdistrict, a Water Availability Charge (WAC), and Storm Water Management Plan Area Charge (SWMPAC), and may include obligations for improvements to 60th St SW and associated pedestrian facilities. Development is also subject to incidental charges for items such as street signage and pedestrian ramps. Calculation and timing for payment of these development charges will be addressed in City-Owner Contract and / or Development Agreement.
4. Individual lot development is subject to a Plant Investment Fee (PIF) that collected as part of the Building Permit approval process.
5. Sanitary sewer to serve the development will need to be extended from 11th Avenue SW south of 60th Street SW to the property.
6. Watermain will need to be extended along the 60th Street SW frontage of the property.
7. Temporary easements are required on the adjacent property to the north to facilitate the construction of the planned public road to the property line, as well as for the extension of public utility stubs outside of the platted right of way of Prairie Oaks Avenue.
8. Pedestrian facilities shall be constructed along the public street frontages of all outlots that are not intended for future private development, as part of the other public work elements within the City-Owner Contract for each phase of the Project

Sent to Planning Department via Accela only

ROCHESTER
FIRE DEPARTMENT
FIRE MARSHAL

City of Rochester
201 4th Street SE - STE 10
Rochester, MN 55904-3726

Phone: 507-328-2800
Fax: 507-328-2829

October 14th, 2025

Community Development Department
4001 West River Parkway Suite 100
Rochester, MN 55901

SUBJ: CD2025-041PLAT, Major Land Subdivision, by Oak Grove RST LLC, to subdivide approximately 15 acres into 37 residential lots. The site is located west of Highway 63 and north of 60th St SW.

Regarding the above noted project plan, the fire department has the following requirements:

1. An adequate water supply shall be provided for fire protection including hydrants properly located and installed in accordance with the specifications of the Water Division. Hydrants shall be in place prior to building construction.

a) The actual required fire flow per lot will be determined by the size and construction type of the buildings being proposed.
b) For Group R-3 occupancies, the hydrant distance requirements shall be 400 feet from any structure within the addition.

2. Streets and roadways shall be provided in accordance with the fire code and the Zoning Ordinance and Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.

a) Minimum street width shall not be less than 20 feet clear drivable width.
b) Streets less than 32 feet in width shall be posted “No Parking” on one side of the street.
c) Streets less than 26 feet in width shall be posed “No Parking” on both sides of the street.
d) Cul-de-sacs less than 96 feet in diameter shall be posted “No Parking”.

3. All streets, directional and fire lane signs must be in place prior to occupancy of any buildings.

4. The proposed emergency vehicle access road must meet the requirements of

Section 503 of the Minnesota State Fire Code and Appendix D.

5. Contact the Fire Marshals office for the turning radius specifications for our apparatus.

6. One- and two-family dwelling residential developments

Developments of one- or two-family dwellings where the number of dwelling units exceeds 50 shall be provided with two separate and approved apparatus access roads.

Exceptions:

Where there are more than 50 dwelling units on a single public or private apparatus access road and all dwellings' units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2, or 903.3.1.3, access from two directions shall not be required.

These new developments on the west side are within our 4-minute response area, but the southwest corner of the development is outside our 4-minute response area, and the entire development has an ISO rating of 2.

Sincerely,

Nathan Swisher
Fire Protection Specialist

ROCHESTER PARK AND RECREATION DEPARTMENT
REFERRAL COMMENTS FORM

DATE: November 18, 2025

TO: Community Development

RE: Prairie Oaks Subdivision
CD2025-041Plat

Acreage of plat……..	15
Number of dwelling units……...	37
Density factor……	.0244
Dedication ……	.90 acres
Fair market value of land……	$39,474/acre

PARK DEDICATION REQUIREMENTS

- The proposed plat contains 37 single family lots being created through subdivision. As such the parkland dedication ordinance is in effect. The City plans a park on the north side of the Prairie Oaks GDP and on the land to the north of the GDP. This subdivision will be served by this park. As that land is not owned by this developer the City is requiring cash-in-lieu of land to satisfy the dedication.

  Payment in the amount of $35,526.60 is required prior to recordation of the final plat. The per acre land value is based on the most recent sale in August 2025 of $600,000 for 15.2 acres which is $39,474 per acre. .90 acres of dedication * $39,474 = $35,526.60.

Jeff Feece
201 Fourth Street SE, Room 150
Rochester, MN 55904-3769
Phone: 507-328-2540
jfeece@rochestermn.gov

Olmsted County Public Works
GIS/Addressing Division
1188 50 St SE
Rochester, MN 55904
(507) 328-7070

PRAIRIE OAKS
PRELIMINARY PLAT REFERRAL

DATE: NOVEMBER 25, 2025

TO: OAK GROVE RST LLC, RYAN SCHOENFELDER (WSE)

FROM: ADAM NOWINSKI

CC: DAVID MCCOLLISTER

RE: PRAIRIE OAKS PRELIMINARY PLAT GIS REFERRAL

A review of the PRAIRIE OAKS PRELIMINARY PLAT to determine any existing or potential GIS, ROADWAY, or ADDRESS related issues are present shows the following:

1) The Preliminary Plat GIS Impact, Final Plat GIS Impact, and E911 Addressing fees are all applicable. Please pay for these fees through the Olmsted County Public Works Department. The relevant fee forms are attached to this referral's email.

2) PRAIRIE OAKS is a valid street name. The street type must be changed to Drive – PRAIRIE OAKS DR SW.

3) PRAIRIE is not a valid street name (already in use). Please provide us with alternative street names for validation. The street type for this roadway must be COURT.

4) The street names on the plat must have the SW directional at the end of the street name.

5) The roadway labeled '60 ST NW' must be corrected to '60 ST SW'.

6) The address, 721 60 ST SW ROCHESTER MN 55902, will be retired once the associated structure has been demolished or removed.

7) Please work with the Rochester Post Office on their Mode of Delivery Agreement document to ensure mail delivery once residents move in. The document is attached to this referral's email.

8) Addresses will be assigned after the plat has been officially recorded by Olmsted County, and the new parcel identifiers (Parcel IDs, PINs) have been generated.

To address issues listed above, please contact our office.

Adam Nowinski GIS Specialist / Addressing 507-328-7142

ROCHESTER PUBLIC UTILITIES
WE PLEDGE, WE DELIVER

City of Rochester
4000 East River Road NE
Rochester, MN 55906-2813

Phone: 507-280-1500
Fax: 507-280-1542

November 17, 2025

COMMUNITY DEVELOPMENT DEPARTMENT
4001 West River Pkwy NW, Suite 100
Rochester, MN 55901

REFERENCE: Major Land Subdivision CD2025-041PLAT by Oak Grove RST, LLC to be known as Prairie Oaks

Our review of the referenced preliminary plat is complete and our comments follow:

1. We have provided the applicant's engineering firm with comments on the proposed water system layout.
2. Final construction plans will need to conform to standard City of Rochester Requirements.
3. Static water pressures within this area will range from the mid 60's PSI to the high 80's PSI. The home owners / home builders must install pressure-reducing devices near the domestic water meters as required by the Minnesota Plumbing Code for pressures of 80 PSI and higher.
4. Per Section 1004 Water main Design of the City of Rochester Engineering Standards, looping of water mains is required in all cul-de-sacs and dead end streets unless topographic conditions make it impractical. Water mains are to be extended to the end limits of new subdivisions, and other developments, to facilitate future water system extensions and looping, unless RPU determines otherwise.
5. The proposed development would include some required water main over-sizing. Per the City of Rochester Engineering Standards Section 1004 Water Main Design Subsection 1004.1 Sizing Water Main, standard water main size for water distribution system design is eight (8) inch diameter. Twelve (12) inch or larger diameter water mains, as required by RPU based on water main hydraulic capacity requirements to serve future adjacent portions of the water distribution system, are considered over-sized water mains. At the end of the year in which the over-sized water main was installed, tested and accepted; RPU will reimburse the owner/developer the incremental cost for constructing over-sized water mains, valves, and fittings. RPU determines the reimbursement amount and it is NOT based on the developers costs and/or the contractors unit price or lump sum pricing for the project.

Please contact us at 507-280-1505 if you have questions.
Very truly yours,

Wade Neubauer
Water

C: Luke Payne, RPU
Jerry Norman, Building Safety
Mark Baker, City Public Works
Jason Fife, Fire Prevention
Oak Grove RST LLC, Owner
Brent Bunke, RPU
Gary Schick, Building Safety, Plumbing
Jamie Miller, City Public Works
Ryan Schoenfelder, WSE

LEGEND

PROPERTY LINE
CENTER LINE
LOT LINES
RIGHT OF WAY LINE
STORM SEWER/FLARED END SECTION
WATERMAIN
EXISTING CONTOURS
BITUMINOUS
CONCRETE
PROPOSED STORM SEWER/MANHOLE/CATCHBASIN
PROPOSED WATERMAIN
PROPOSED SANITARY/MANHOLE
PROPOSED CURB & SIDEWALK

REVIEWED BY RPU-WATER
weneub, 11/17/2025, 11:17:55 AM

PROPERTY DESCRIPTION

That part of the Southwest Quarter (SW1/4) of Section No. Thirty-five (35), Township One Hundred Six (106), Range Fourteen (14) described as commencing at the Southeast corner of Lot Eleven (11) of Steffenson's First Sub-division for a place of beginning, thence North along the East line of said Lot Eleven (11) and as extended, Nine Hundred Ninety (990) feet, thence West, Six Hundred Sixty (660) feet, thence South Nine Hundred Ninety (990) feet to a point in the South line of said Lots Eleven (11) and Twelve (12), if extended, which is Six Hundred Sixty (660) feet West of the place of beginning, thence East to the place of beginning. This description includes Lots Eleven (11) and Twelve (12) of Steffenson's First Sub-division, in the City of Rochester, Olmsted County, Minnesota.

PROPERTY LOCATION MAP
SECTION 35
T. 107 N. R. 15 W.
N.W. 1/4 N.E. 1/4
S.W. 1/4 S.E. 1/4
No Scale

NUMBER OF LOTS 37 = 9.40 ACRES
NUMBER OF OUTLOTS 2 = 2.17 ACRES
STREET RIGHT OF WAY = 3.43 ACRES
TOTAL AREA = 15.00 ACRES

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

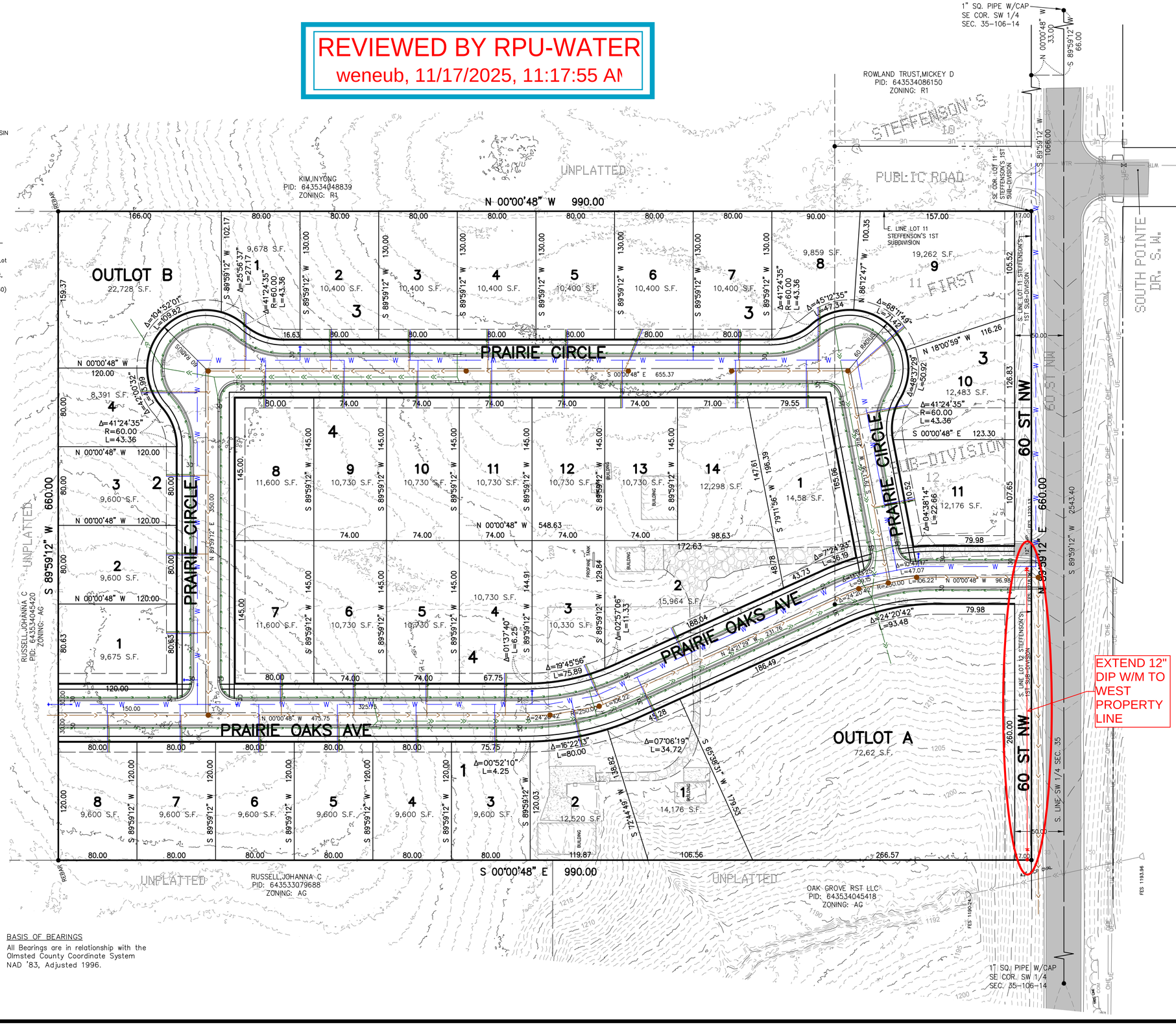
LOT LINE
10 LOT LINE 10
R/W LINE

PLAN

0 50 100
SCALE IN FEET

BASIS OF BEARINGS

All Bearings are in relationship with the Olmsted County Coordinate System NAD '83, Adjusted 1996.



WSE MASSEY Engineering & Surveying

PH. NO. 507-634-4505
PLANS@WSE.ENGINEERING
www.wse.engineering

KASSON OFFICE
P.O. BOX 100
33 B E VETERANS MEMORIAL HIGHWAY
KASSON, MN 55944

ROCHESTER OFFICE
1765 RESTORATION ROAD SW
ROCHESTER, MN 55902

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Number Date

REV: DATE: DESCRIPTION:

PRELIMINARY PLAT
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: 1"=50'
DATE: 11/12/2025
DRAWN BY: G.D.Z.
JOB NUMBER: 5174
DWG. FILE: 5174SP01

5174SP01.dwg
11/12/2025 1:43:36 PM

PUBLIC IMPROVEMENTS TO SERVE PRAIRIE OAKS SUBDIVISION

Rochester, MN

Issue Date - 11/11/2025

Preliminary Plan Submittal

154-255174 CT01.dwg

11/11/2025 1:58:38 PM

GENERAL NOTES

1. ALL CONSTRUCTION WORK AND MATERIALS SHALL TO BE PER LATEST CITY OF ROCHESTER STANDARD DETAILS AND SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH THE PLANS AND REQUIREMENTS OF THE DETAILED PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FROM THE CITY OF ROCHESTER PUBLIC WORKS DEPARTMENT PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL PAY ALL PERMIT AND OTHER ASSOCIATED FEES REQUIRED BY LOCAL, STATE AND FEDERAL AGENCIES.
3. REFER TO GEOTECHNICAL REPORT FOR CREEKVIEW MEADOWS, PREPARED BY WSB & ASSOCIATES, INC., ROCHESTER, MINNESOTA AND DATED MARCH 03, 2020 FOR SOIL BORING LOCATIONS, DATA AND RECOMMENDATIONS AS WELL AS SUPPLEMENTAL REPORT TO THE CREEKVIEW MEADOWS GEOTECHNICAL REPORT, PREPARED BY WSB & ASSOCIATES, INC. DATED JUNE 10, 2020 FOR ADDITIONAL DATA. .
4. THE CONTRACTOR SHALL CONTACT THE LOCAL UTILITY MARKING AUTHORITY PRIOR TO CONSTRUCTION.
5. SEE ALSO GRADING, DRAINAGE & EROSION CONTROL PLANS FOR: CREEKVIEW MEADOWS, PREPARED BY WSE MASSEY ENGINEERING & SURVEYING FOR ADDITIONAL INFORMATION REGARDING SITE CONSTRUCTION. SAID PLANS ARE MADE A PORTION OF THESE PLANS BY THIS REFERENCE.

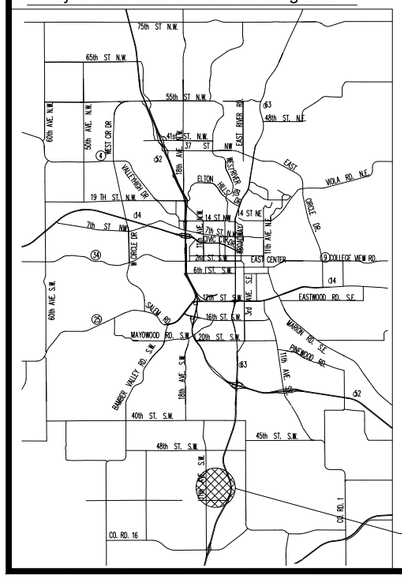
OWNER / DEVELOPER

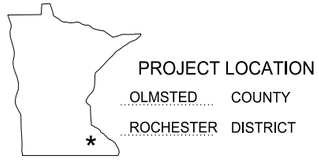
Ridgeline Homes Minnesota
5452 Creekside Lane SW
Rochester, MN 55902
Mr. David Friedline
email: RidgelineHomesMN@gmail.com
phone: 507-271-6117

CIVIL ENGINEERS / SURVEYORS

WSE MASSEY ENGINEERING &
SURVEYING, LTD
P.O. BOX 100
Kasson, MN 55944
phone: 507-634-4505

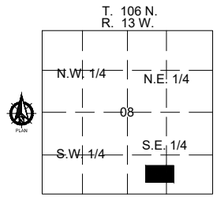
City of Rochester and surrounding area





PROJECT LOCATION
OLMSTED COUNTY
ROCHESTER DISTRICT





No Scale

LOCATION MAP

UTILITY QUALITY LEVEL

The subsurface utility information in this plan is quality level D This quality level was determined according to the guidelines of CI/ASCE 38-.2, entitled "Standard Guidelines for the Collection and Depiction of Existing Subsurface Utility Data."

EXISTING UTILITY NOTES

THE LOCATION OF UNDERGROUND AND OVERHEAD FACILITIES OR STRUCTURES AS SHOWN ON THE PLANS ARE BASED ON AVAILABLE RECORDS AT THE TIME THE PLANS WERE PREPARED AND ARE NOT GUARANTEED TO BE COMPLETE OR CORRECT. THERE MAY BE ADDITIONAL UNDERGROUND AND OVERHEAD UTILITIES NOT SHOWN ON THE PLAN THAT MAY BE REQUIRE RELOCATION OR REMOVAL. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REQUEST A GOPHER STATE ONE CALL PRIOR TO THE START OF ANY CONSTRUCTION TO DETERMINE THE EXACT LOCATION OF ALL FACILITIES AND TO PROVIDE ADEQUATE PROTECTION OF SAID UTILITIES DURING THE COURSE OF WORK.



0 200 400
SCALE IN FEET

LEGEND	
1170	EXISTING CONTOUR
1150	PROPOSED CONTOUR
1155.50	PROPOSED SPOT ELEVATIONS
	DRAINAGE DIRECTION
	EXISTING FENCE
	EXISTING UTILITY BOX / PEDESTAL
	SILT FENCE - SDP 7-01
	INLET PROTECTION - SDP 7-05
	EROSION CONTROL BLANKET
	PROPOSED WATERMAIN PIPE
	PROPOSED STORM SEWER PIPE
	PROPOSED SANITARY PIPE
	GRADING LIMIT
	ENGINEERED FILL

Sheet List Table

SHEET NUMBER	SHEET TITLE
1	TITLE SHEET
2	Typical Sections
3	Sign Plan
4	Prairie Oaks Ave SW
5	Prairie Oaks Ave SW
6	Prairie Oaks Ave SW
7	Prairie Circle SW
8	Prairie Circle SW
9	Prairie Circle SW
10	11th Ave SW - San. Sewer
11	60th St SW - San. Sewer
12	60th St SW - San. Sewer
13	60th St SW - San. & w/m
14	Grading Plan
15	Grading Plan Notes
16	
17	

CITY OF ROCHESTER

Project J-56xx
PUBLIC IMPROVEMENTS TO SERVE
PRAIRIE OAKS SUBDIVISION

Approved By _____ Date _____
RPU - Water Division

Approved By _____ Date _____
City Engineer

WSE MASSEY ENGINEERING & SURVEYING LTD
1535
PH. NO. 507-634-4505
PLANS@WSE.ENGINEERING
www.wse.engineering

KASSON OFFICE
P.O. Box 100
33B E Veterans
Memorial Highway
Kasson, MN 55944

ROCHESTER OFFICE
717 3rd Ave SE
Suite 101
Rochester, MN 55904

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Daniel J Zemke

Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

TITLE SHEET
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

City Project Number J-56xx

154-255174 TY01.dwg

SANITARY SEWER SERVICE DATA - Prairie Oaks Ave SW

LOT NUMBER	C/L STATION @ END OF SERVICE	FIN. ELEVATION @ END	INVERT @ END	4" SDR 26 PVC	SERVICE SLOPE	WYE LOCATION
L1 B1	2+17 - 41' RT.	1041.83	1033.33	41.00'	6.98%	2+17 - RT.
L2 B1	2+87 - 41' RT.	1041.45	1032.95	41.00'	5.37%	2+87 - RT.
L3 B1	3+54 - 41' RT.	1041.09	1032.59	44.38'	3.70%	3+37 - RT.
L4 B1	4+32 - 41' RT.	1040.72	1032.23	41.00'	2.00%	4+32 - RT.
L2 B3	4+44 - 41' LT.	1040.97	1032.47	41.00'	2.46%	4+44 - LT.
L5 B1	4+97 - 41' RT.	1040.32	1032.49	41.00'	2.00%	4+97 - RT.
L3 B3	5+14 - 41' LT.	1040.85	1032.56	41.00'	2.00%	5+14 - LT.
L4 B3	5+68 - 41' LT.	1040.86	1032.78	41.00'	2.00%	5+68 - LT.
L1 B4	6+16 - 41' RT.	1040.85	1032.97	41.00'	2.00%	6+16 - RT.
L5 B3	6+38 - 41' LT.	1041.34	1033.06	41.00'	2.00%	6+38 - LT.
L2 B4	6+91 - 41' RT.	1041.63	1033.34	41.00'	2.00%	6+91 - RT.
L6 B3	7+08 - 41' LT.	1042.06	1033.56	41.00'	2.37%	7+08 - LT.
L3 B4	7+66 - 41' RT.	1042.40	1033.90	41.00'	2.63%	7+66 - RT.
L7 B3	7+78 - 41' LT.	1042.78	1034.28	41.00'	3.44%	7+78 - LT.
L4 B4	8+41 - 41' RT.	1043.03	1034.53	41.00'	3.44%	8+41 - RT.
L8 B3	8+48 - 41' LT.	1043.56	1035.06	41.00'	4.66%	8+48 - LT.
L5 B4	9+29 - 41' RT.	1043.22	1034.72	41.00'	3.02%	9+29 - RT.
L9 B3	9+34 - 41' LT.	1043.70	1035.20	41.00'	4.15%	9+34 - LT.

CURB STOP DATA - Prairie Oaks Ave SW

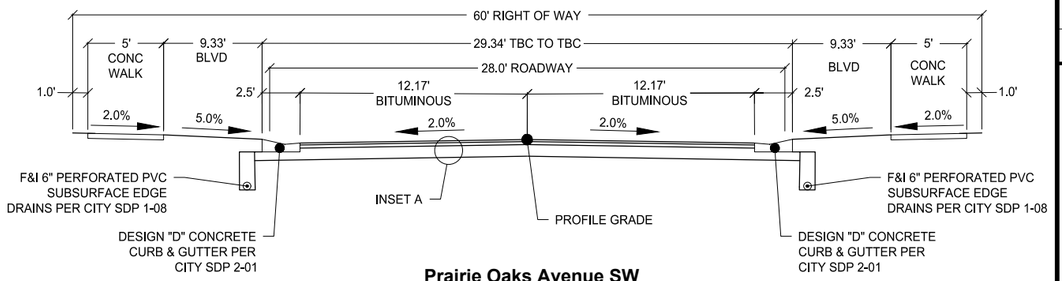
LOT NUMBER	C/L STATION @ CURB STOP	FIN. ELEVATION @ CURB STOP	INVERT @ CURB STOP
L1 B1	2+16 - 30' RT.	1040.91	1033.41
L2 B1	2+86 - 30' RT.	1040.56	1033.06
L3 B1	3+48 - 30' RT.	1040.25	1032.75
L4 B1	4+31 - 30' RT.	1039.84	1032.34
L2 B3	4+43 - 30' LT.	1039.78	1032.28
L5 B1	4+96 - 30' RT.	1039.54	1032.04
L3 B3	5+13 - 30' LT.	1039.50	1032.00
L4 B3	5+69 - 30' LT.	1039.62	1032.12
L1 B4	6+17 - 30' RT.	1039.97	1032.47
L5 B3	6+39 - 30' LT.	1040.19	1032.69
L2 B4	6+92 - 30' RT.	1040.76	1033.26
L6 B3	7+09 - 30' LT.	1040.94	1033.44
L3 B4	7+67 - 30' RT.	1041.56	1034.06
L7 B3	7+79 - 30' LT.	1041.68	1034.18
L4 B4	8+42 - 30' RT.	1042.36	1034.86
L8 B3	8+49 - 30' LT.	1042.43	1034.93
L5 B4	9+30 - 30' RT.	1042.75	1035.25
L9 B3	9+35 - 30' LT.	1042.74	1035.24

SANITARY SEWER SERVICE DATA - Prairie Circle SW

LOT NUMBER	C/L STATION @ END OF SERVICE	FIN. ELEVATION @ END	INVERT @ END	4" SDR 26 PVC	SERVICE SLOPE	WYE LOCATION
L1 B2	81+65 - 41' LT.	1041.54	1032.18	41.00'	2.00%	81+65 - LT.
L2 B2	82+33 - 41' LT.	1041.88	1032.45	41.00'	2.00%	82+33 - LT.
L1 B3	82+99 - 41' RT.	1042.29	1033.54	41.00'	4.00%	82+99 - RT.
L3 B2	83+23 - 41' LT.	1042.32	1032.82	41.00'	2.00%	83+23 - LT.
L4 B2	83+75 - 73' LT.	1042.58	1033.66	70.42'	2.00%	83+88 - LT.
L5 B2	83+92 - 84' LT.	1042.96	1033.78	75.77'	2.00%	83+89 - LT.
L6 B2	84+10 - 74' LT.	1043.17	1033.89	72.56'	2.00%	84+04 - LT.
L7 B2	84+64 - 41' LT.	1043.22	1033.49	41.00'	2.00%	84+64 - LT.

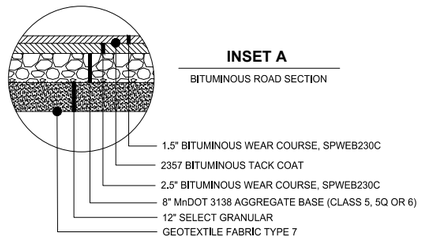
CURB STOP DATA - Prairie Circle SW

LOT NUMBER	C/L STATION @ CURB STOP	FIN. ELEVATION @ CURB STOP	INVERT @ CURB STOP
L1 B2	81+66 - 30' LT.	1040.56	1033.06
L2 B2	82+34 - 30' LT.	1040.90	1033.40
L1 B3	83+00 - 30' RT.	1041.24	1033.74
L3 B2	83+24 - 30' LT.	1041.29	1033.79
L4 B2	83+76 - 62.5' LT.	1041.41	1033.91
L5 B2	83+92 - 73' LT.	1041.59	1034.09
L6 B2	84+10 - 63' LT.	1041.76	1034.26
L7 B2	84+65 - 30' LT.	1042.05	1034.55



Prairie Oaks Avenue SW
Prairie Circle SW
TYPICAL SECTION
28' ROADWAY WITHIN 60' ROW

Rochester SDP 3-01
NOT TO SCALE



11/11/2025 1:58:44 PM

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Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

TYPICAL SECTIONS
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

UTILITY NOTES

The existing watermain shall maintain a minimum of 7' of cover and 10' maximum of cover. The Proposed watermain and water services shall maintain a 7' minimum cover and 10' maximum of cover.

All crossings with watermains are required to be 18" min. vertical separation. if 18"-24" vertical separation between water mains and storm sewers, contractor to furnish &install 4" polystyrene insulation per city detail plate 6-19. All crossings with water services to be 12" min. vertical separation (18" min. preferred) and meet all requirements of the latest MN plumbing code.

All sanitary sewer, storm sewer, & watermain infrastructure shown within this site are public.

All storm sewer, sanitary, and water services proposed for this project are private.

Contractor to follow the latest City of Rochester standard specifications and detail plates

Contractor shall obtain all utility connection permits for Rochester Public Works

Contractor to center a full 20' stick of watermain on all crossings

Utility service construction shall be in accordance with the specifications and standards of the City of Rochester, Minnesota

Note: As of 04-2020 All Ductile Iron water pipe must be Zinc Coated.

Water service installations shall conform to the current version of the Minnesota plumbing code chapter 4715 as adopted by the city of Rochester and the requirements of RPU rules and regulations

Contractor to F&I curb box cover per city detail plate 1-10 for any curb stops located within a paved area. See also city detail plate 1-10 for any tracer wire access boxes located within a paved area.

10' MIN. CLEAR HORIZONTAL SEPARATION

DIMENSION BETWEEN PIPES [ALL SHEETS]. 10' MIN. CLEAR BETWEEN W/M AND SAN./STM.

12" DIP W/M (PUBLIC)

12" GV

12" GV

12" DIP W/M (PUBLIC)

12"X12" TEE
12"X8" REDUCER - 3' FROM TEE
8" GV - 3' FROM REDUCER

CREATE A HYDRANT COVERAGE MAP AND EITHER EMAIL IT TO JASON FIFE (JFIFE@ROCHESTERMN.GOV) & WADE NEUBUER (WNEUBAUER@RPU.ORG) OR SUBMIT IT WITH THE NEXT PLAN SUBMITTAL FOR REVIEW AND APPROVAL

NO W/M BENDS WITHIN 10' OF STORM CROSSINGS

TYPE K

OUTLOT A

Prairie Circle SW

Prairie Oaks Ave SW

LOCATE MAIN LINE GV'S SO THEY ARE 10' FROM STORM CROSSINGS, DO NOT FALL WITHIN CROSSWALKS, AND ARE 4' CLEAR OF UTILITY CONDUIT CROSSINGS

MAKE SURE TO SHOW ALL CROSSINGS WITH W/M IN THE PROFILE AND PROVIDE ALL CROSSING INFO. IN A SITUATION LIKE THIS, LOCATE THE W/M PIPE JOINT CENTERED BETWEEN THE TWO STORM CROSSINGS. TYPICALLY TRY TO CENTER A FULL 20' STICK OF W/M PIPE ON ALL CROSSINGS

DESIGN THE W/M COVER TO BE AS CLOSE TO 7' COVER AS POSSIBLE AND IN NO CASE GREATER THAN 10' COVER. DO NOT CREATE "PEAKS" IN THE W/M PROFILE

REMINDER TO PROVIDE STATIONING AND INV. ELEV.'S FOR ALL W/M PIPE DEFLECTIONS AND/OR BENDS. IF VERTICAL BENDS ARE REQUIRED (11.25, 22.5, AND/OR 45 DEGREE), CALL THOSE OUT WITH W-NOTES

REMINDER TO CALL OUT / PROVIDE ALL CROSSING INFO WITH W/M (STATIONING OF CROSSING POINT, TOP OF PIPE ELEV. FOR LOWER PIPE, INV. ELEV. FOR HIGHER PIPE, VERTICAL SEPARATION DIMENSION). MAKE SURE VERTICAL SEPARATION WITH W/M IS 1.5' MIN. IF 1.5' TO 2.0' VERTICAL SEPARATION BETWEEN W/M AND STORM SEWER, SHOW AND CALL OUT TO F&I 4" POLYSTYRENE INSULATION PER CITY DETAIL PLATE 6-19 AND CALL OUT QUANTITY TO BE INSTALLED. SHOW A HATCH PATTERN IN BOTH THE PLAN VIEW AND THE PROFILE VIEW.

LABEL: MAINTAIN 7' MIN. COVER [ALL SHEETS]

STRUCTURE - (124)
Structure Type 3 - R-1733-B
STA: 79+92.73 - 1104.38' R
RIM: 1221.69
INV IN: 1211.08 - 8" N
INV OUT: 1211.00 - 8" W

STRUCTURE - (138)
Structure Type 3 - R-1733-B
STA: 11+50.00 - 1.70' L
RIM: 1221.95
INV IN: 1211.66 - 8" N
INV OUT: 1211.58 - 8" S

STRUCTURE - (137)
Structure Type 3 - R-1733-B
STA: 11+79.58 - 3.26' L
RIM: 1221.66
INV IN: 1211.86 - 8" N
INV IN: 1211.86 - 8" E
INV OUT: 1211.78 - 8" S

STRUCTURE - (136)
Structure Type 3 - R-1733-B
STA: 12+10.41 - 1.18' L
RIM: 1221.67
INV IN: 1212.06 - 8" NW
INV OUT: 1211.98 - 8" S

STRUCTURE - (170)
Structure Type 4 (48") - R-3067-VB
STA: 12+00.00 - 13.67' L
RIM: 1221.19
INV IN: 1216.19 - 12" E
INV IN: 1216.10 - 12" W
INV IN: 1216.19 - 12" N
INV OUT: 1216.19 - 12" NE

STRUCTURE - (181)
Structure Type 4 (48") - R-1733-B
STA: 12+36.20 - 8.59' L
RIM: 1221.67
INV IN: 1216.87 - 12" NW
INV OUT: 1216.77 - 12" S

EXISTING C/L PROFILE
FINISHED C/L PROFILE

271' of 12" RCP Storm Sewer @ 0.80% (Public)
35' of 12" RCP Storm Sewer @ 1.66% (Public)
19' of 8" DIP Watermain @ 6.73% (Public)
20' of 8" DIP Watermain @ 0.00% (Public)
23' of 8" DIP Watermain @ 6.37% (Public)
290' of 8" DIP Watermain @ 1.00% (Public)
122' of 8" DIP Watermain @ 0.00% (Public)
290' of 8" PVC SDR 26 Sanitary Sewer @ 0.40% (Public)
124' of 8" PVC SDR 26 Sanitary Sewer @ 0.40% (Public)
29' of 8" PVC SDR 26 Sanitary Sewer @ 0.40% (Public)
31' of 8" PVC SDR 26 Sanitary Sewer @ 0.40% (Public)

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Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

Prairie Oaks Ave SW
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

Sheet 4 of 15

154-255174 CG01.dwg

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154-255174 CG01.dwg

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All storm sewer, sanitary, and water services proposed for this project are private.

Contractor to follow the latest City of Rochester standard specifications and detail plates

Contractor shall obtain all utility connection permits for Rochester Public Works

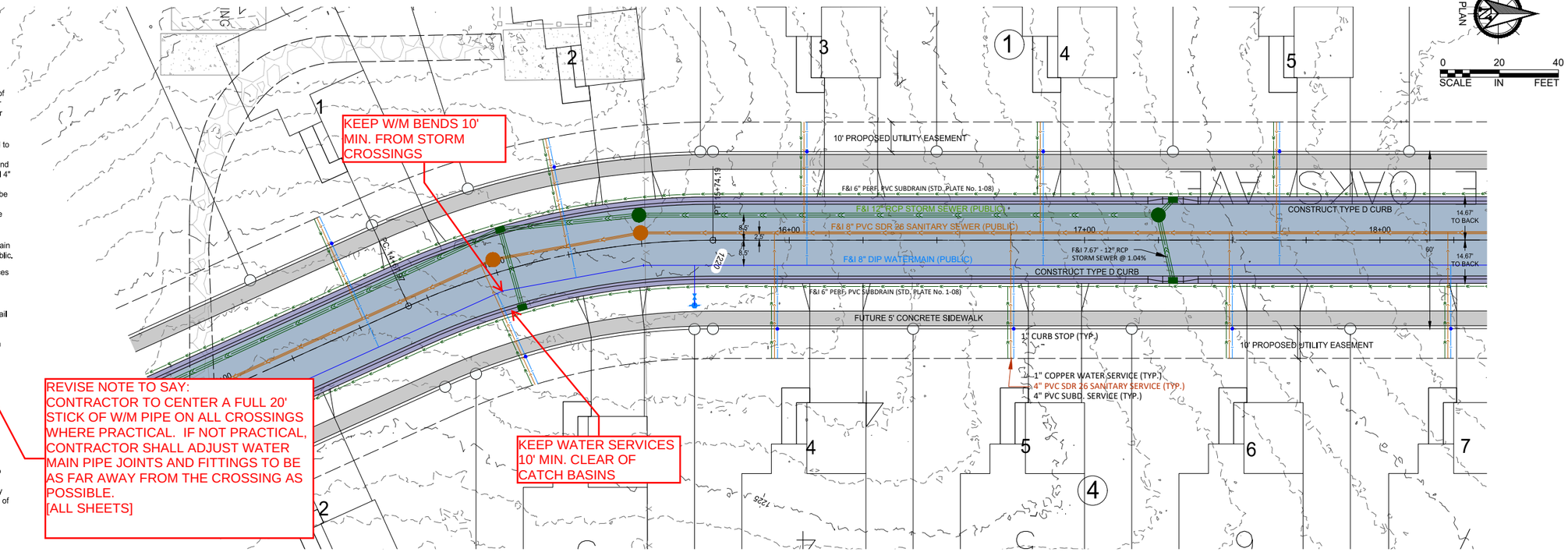
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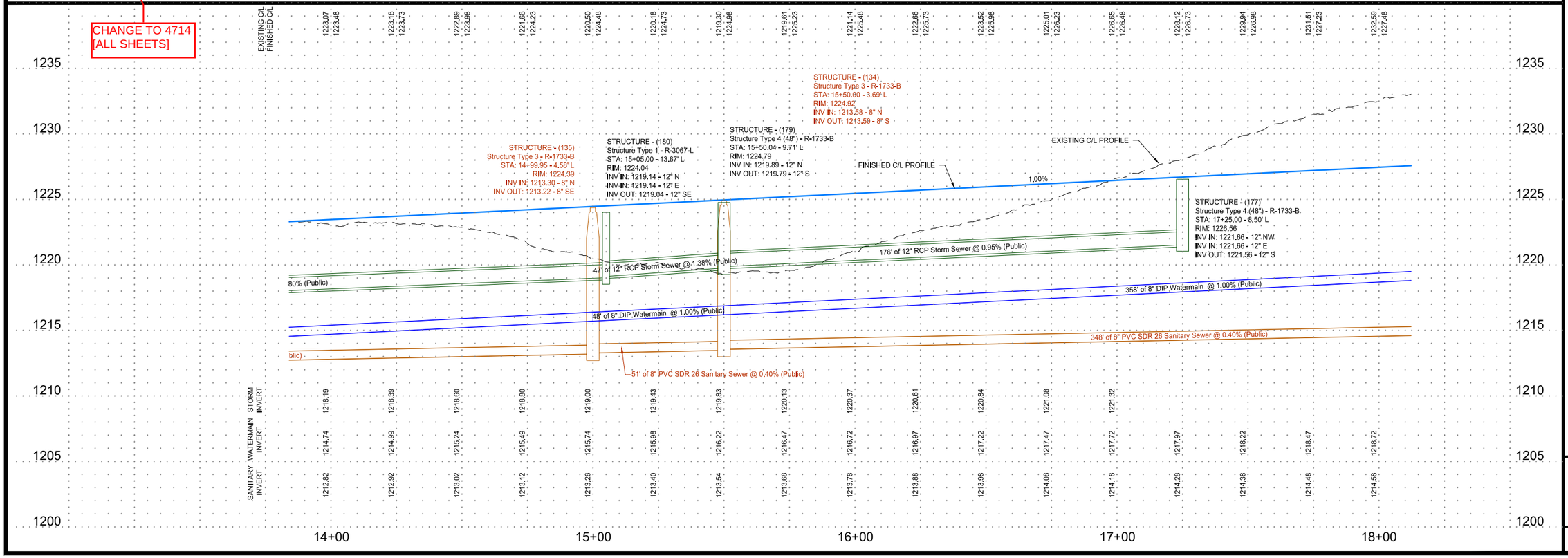
Contractor to F&I curb box cover per city detail plate 1-10 for any curb stops located within a paved area. See also city detail plate 1-10 for any tracer wire access boxes located within a paved area.



REVISE NOTE TO SAY:
CONTRACTOR TO CENTER A FULL 20' STICK OF W/M PIPE ON ALL CROSSINGS WHERE PRACTICAL. IF NOT PRACTICAL, CONTRACTOR SHALL ADJUST WATER MAIN PIPE JOINTS AND FITTINGS TO BE AS FAR AWAY FROM THE CROSSING AS POSSIBLE.
[ALL SHEETS]

CHANGE TO 4714
[ALL SHEETS]

Prairie Oaks Ave SW



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Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

Prairie Oaks Ave SW
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

Sheet 5 of 15

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154-255174 CG01.dwg

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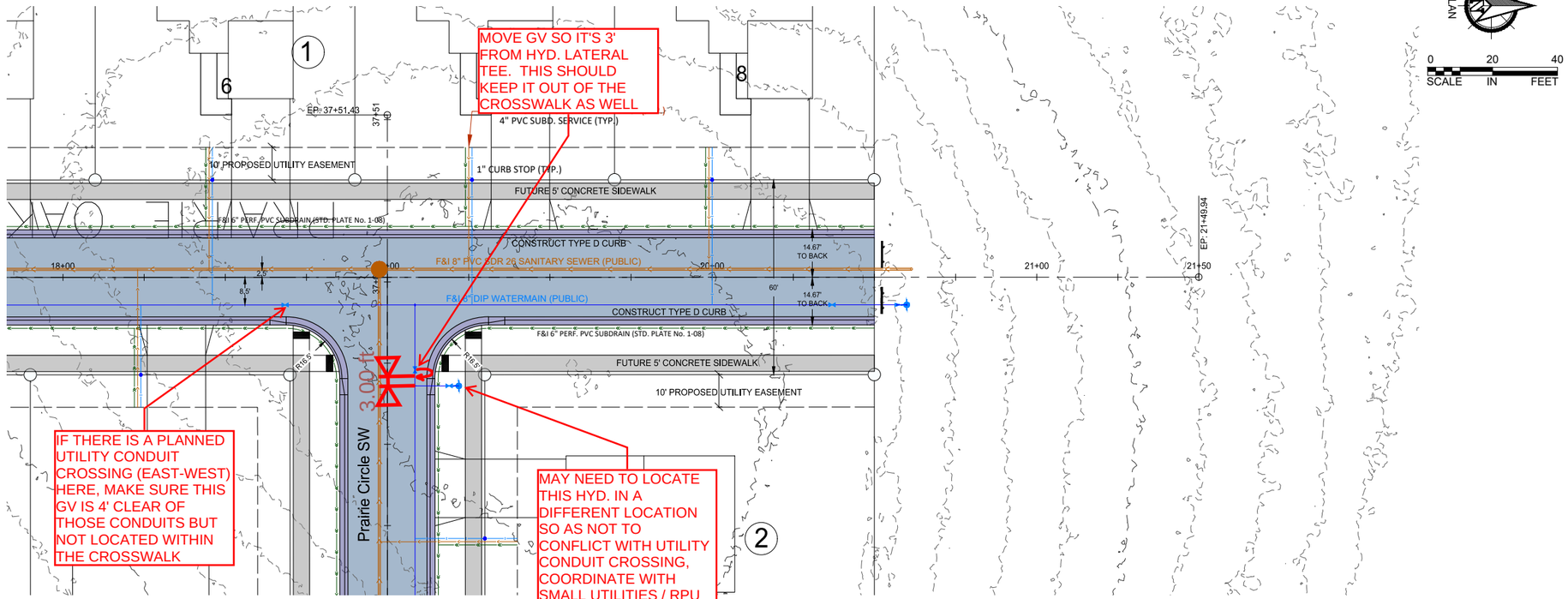
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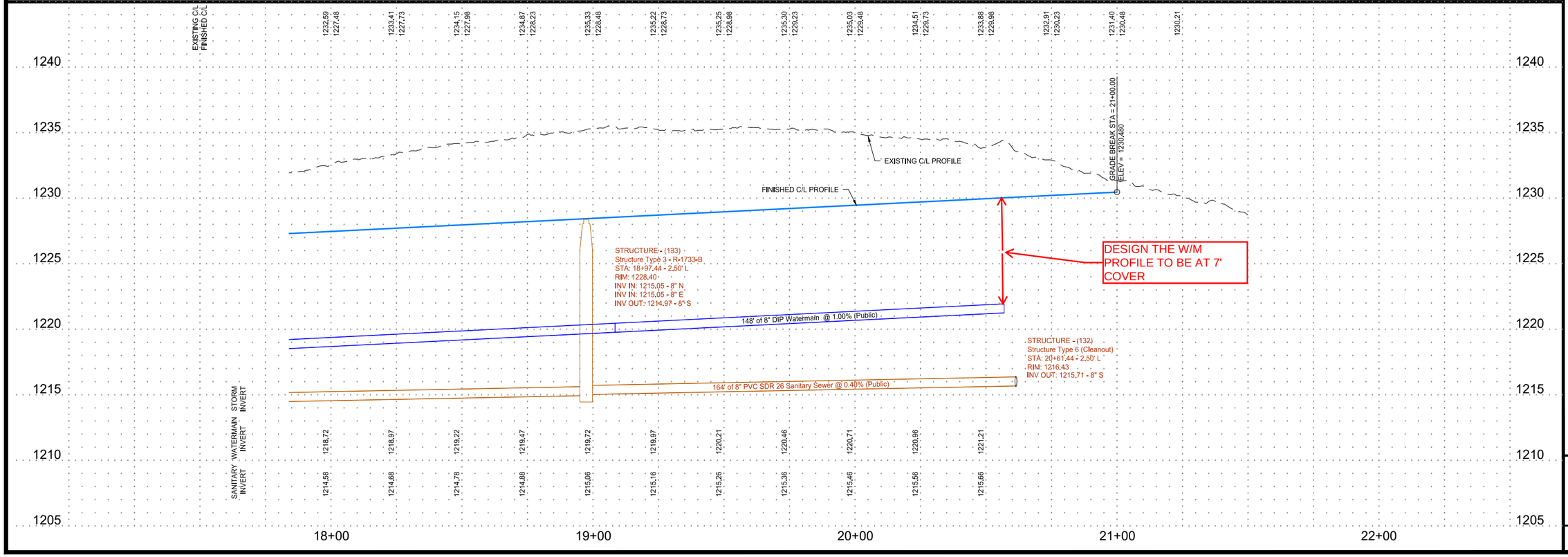
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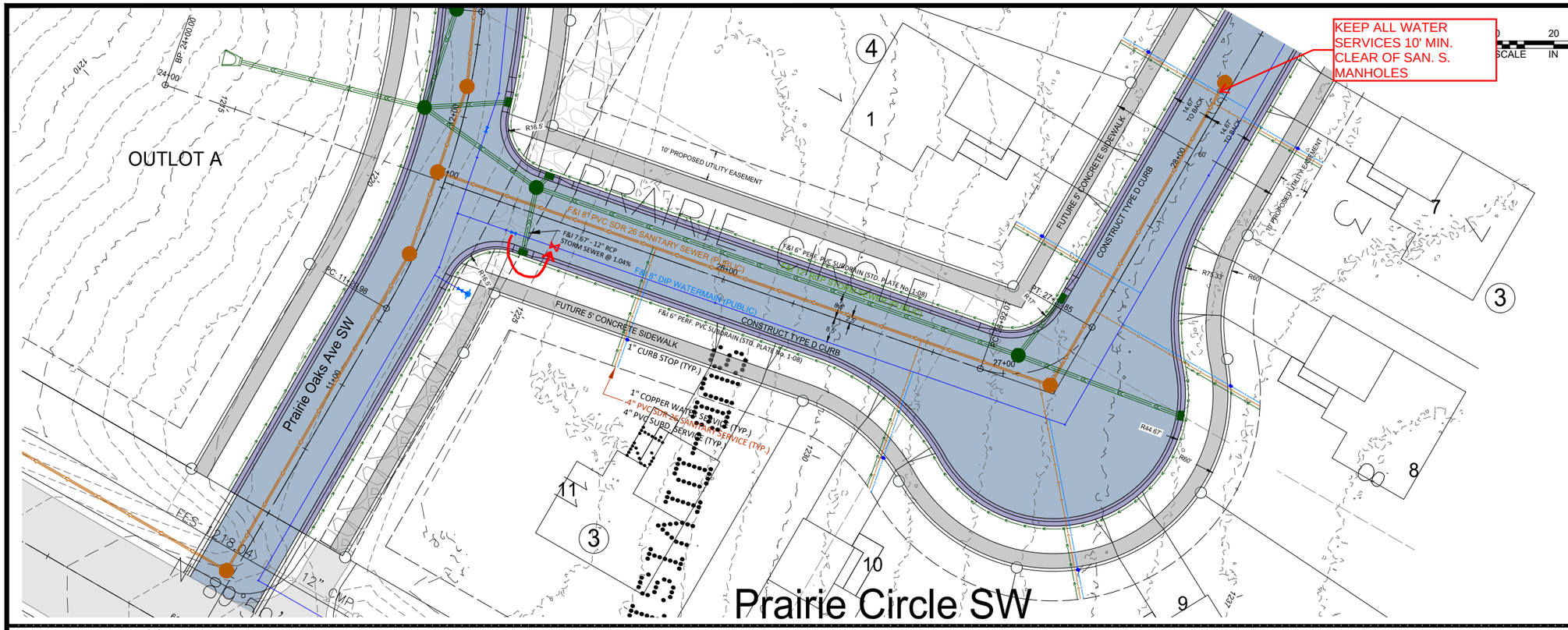
Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

Prairie Oaks Ave SW
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
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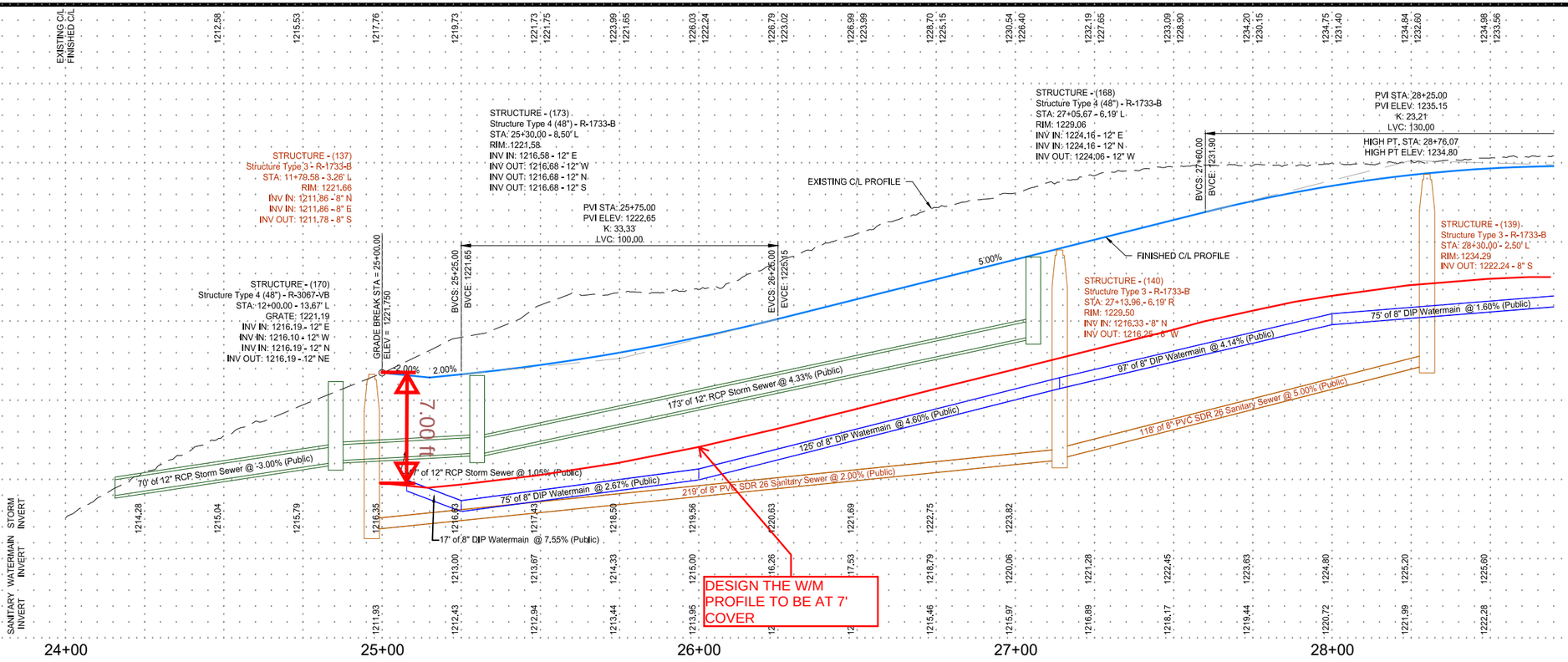
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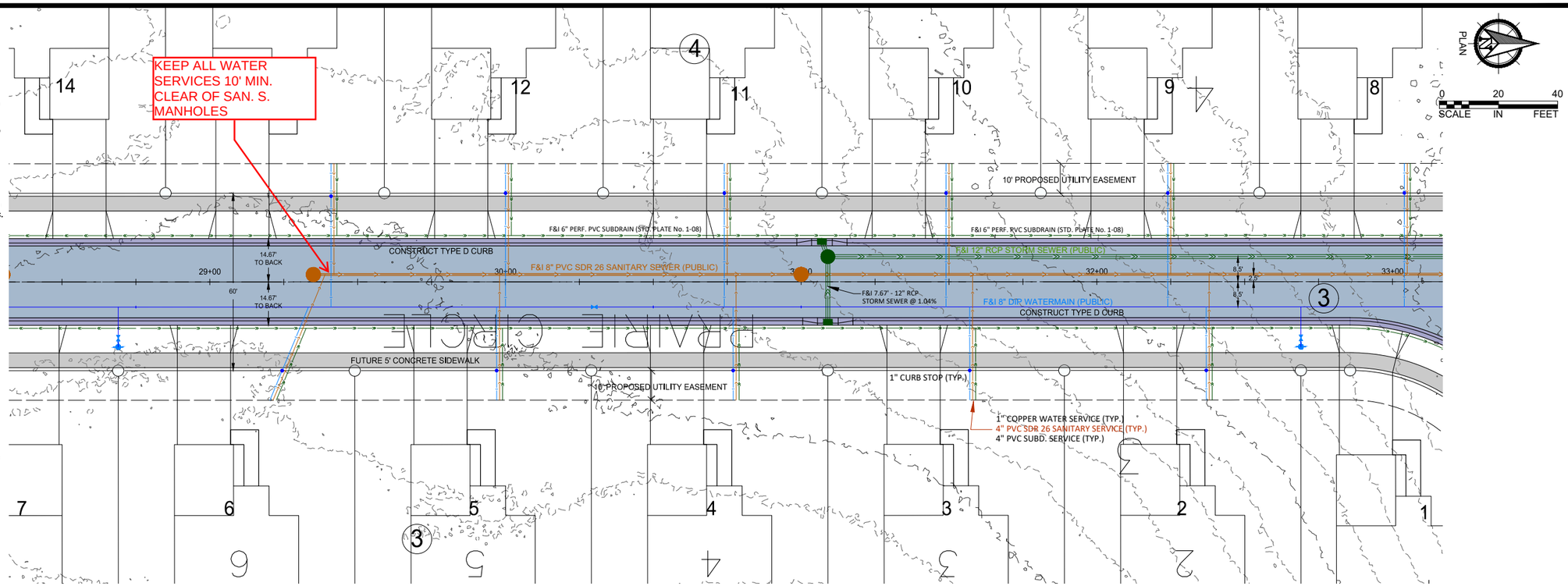
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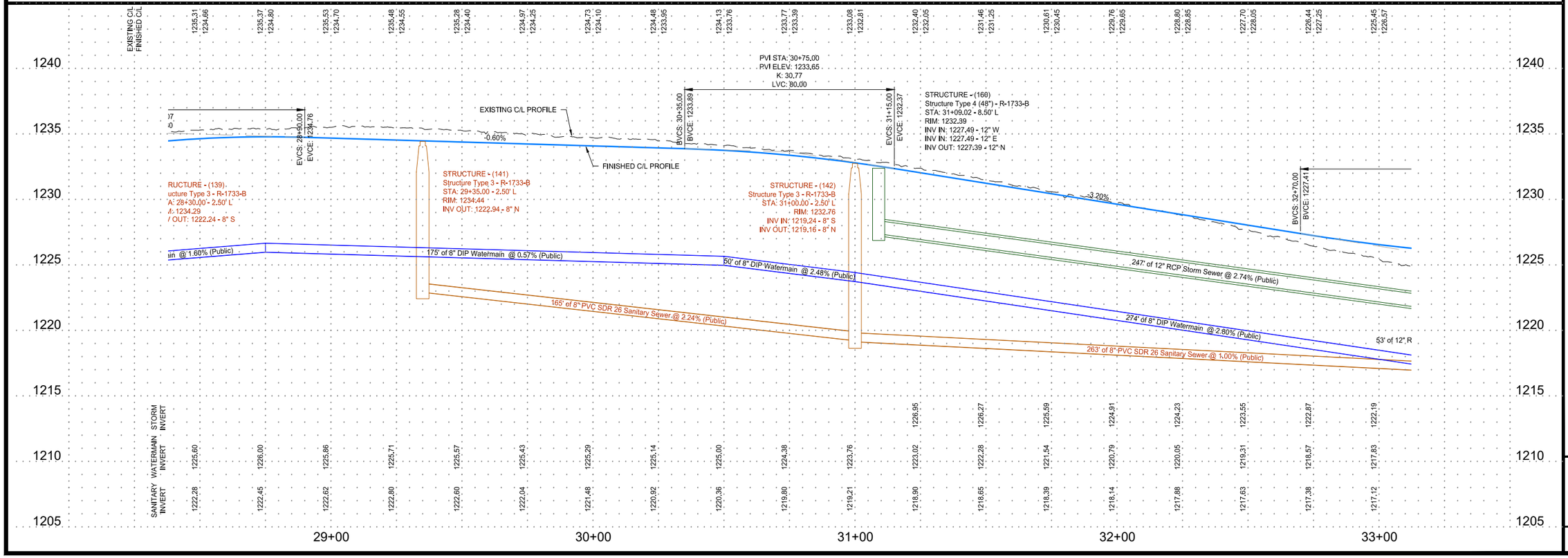
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Prairie Circle SW



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Kasson, MN 55944

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717 3rd Ave SE
Suite 101
Rochester, MN 55904

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

Prairie Circle SW
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

11/11/2025 2:05:08 PM

154-255174 CG01.dwg

UTILITY NOTES

The existing watermain shall maintain a minimum of 7' of cover and 10' maximum of cover. The Proposed watermain and water services shall maintain a 7' minimum cover and 10' maximum of cover.

All crossings with watermains are required to be 18" min. vertical separation. if 18"-24" vertical separation between water mains and storm sewers, contractor to furnish &install 4" polystyrene insulation per city detail plate 6-19. All crossings with water services to be 12" min. vertical separation (18" min. preferred) and meet all requirements of the latest MN plumbing code.

All sanitary sewer, storm sewer, & watermain infrastructure shown within this site are public.

All storm sewer, sanitary, and water services proposed for this project are private.

Contractor to follow the latest City of Rochester standard specifications and detail plates

Contractor shall obtain all utility connection permits for Rochester Public Works

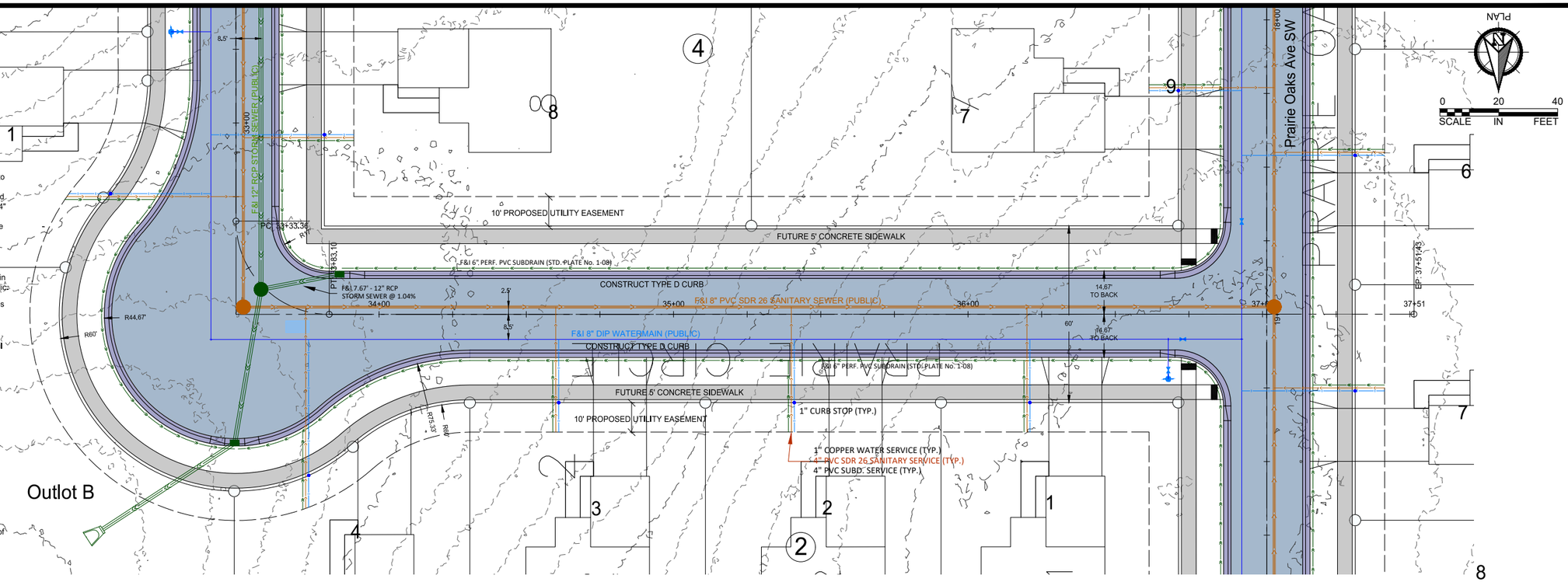
Contractor to center a full 20' stick of watermain on all crossings

Utility service construction shall be in accordance with the specifications and standards of the City of Rochester, Minnesota

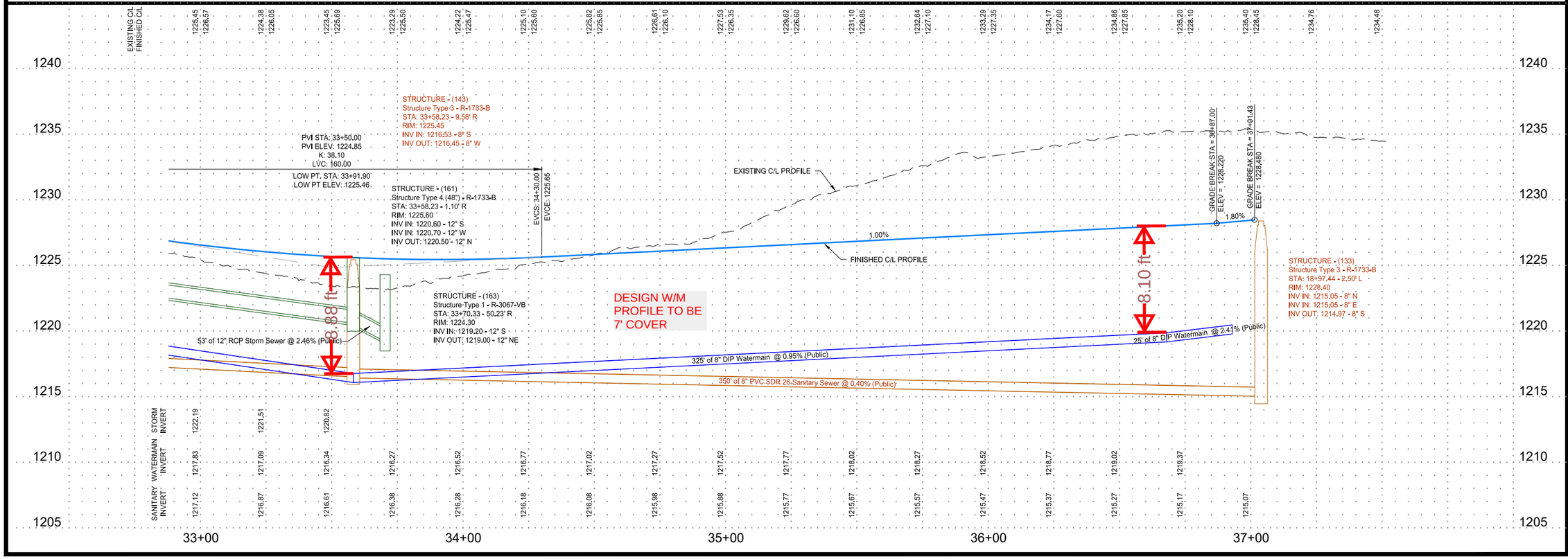
Note: As of 04-2020 All Ductile Iron water pipe must be Zinc Coated.

Water service installations shall conform to the current version of the Minnesota plumbing code chapter 4715 as adopted by the city of Rochester and the requirements of RPU rules and regulations

Contractor to F&I curb box cover per city detail plate 1-10 for any curb stops located within a paved area. See also city detail plate 1-10 for any tracer wire access boxes located within a paved area.



Prairie Circle SW



WSE MASSEY Engineering & Surveying
1542
PH. NO. 507-634-4505
PLANS@WSE.ENGINEERING
www.wse.engineering

KASSON OFFICE
P.O. Box 100
33B E Veterans Memorial Highway
Kasson, MN 55944

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Suite 101
Rochester, MN 55904

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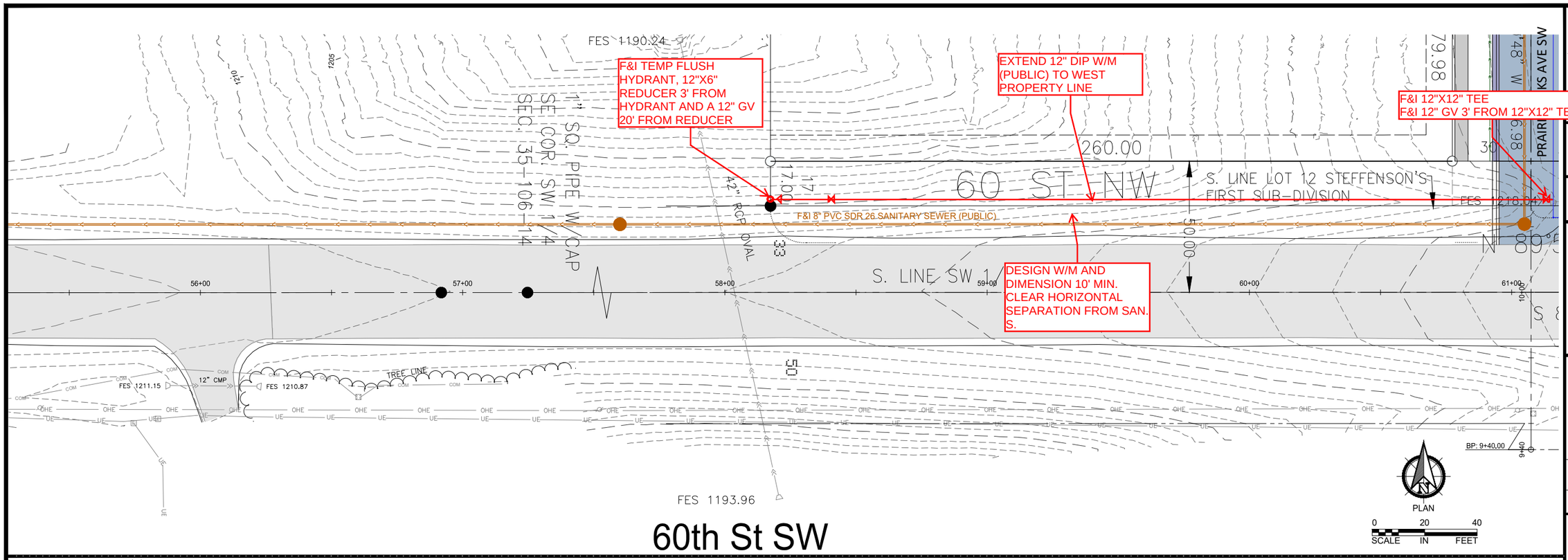
Daniel Zemke
25800 11/11/2025
Number Date

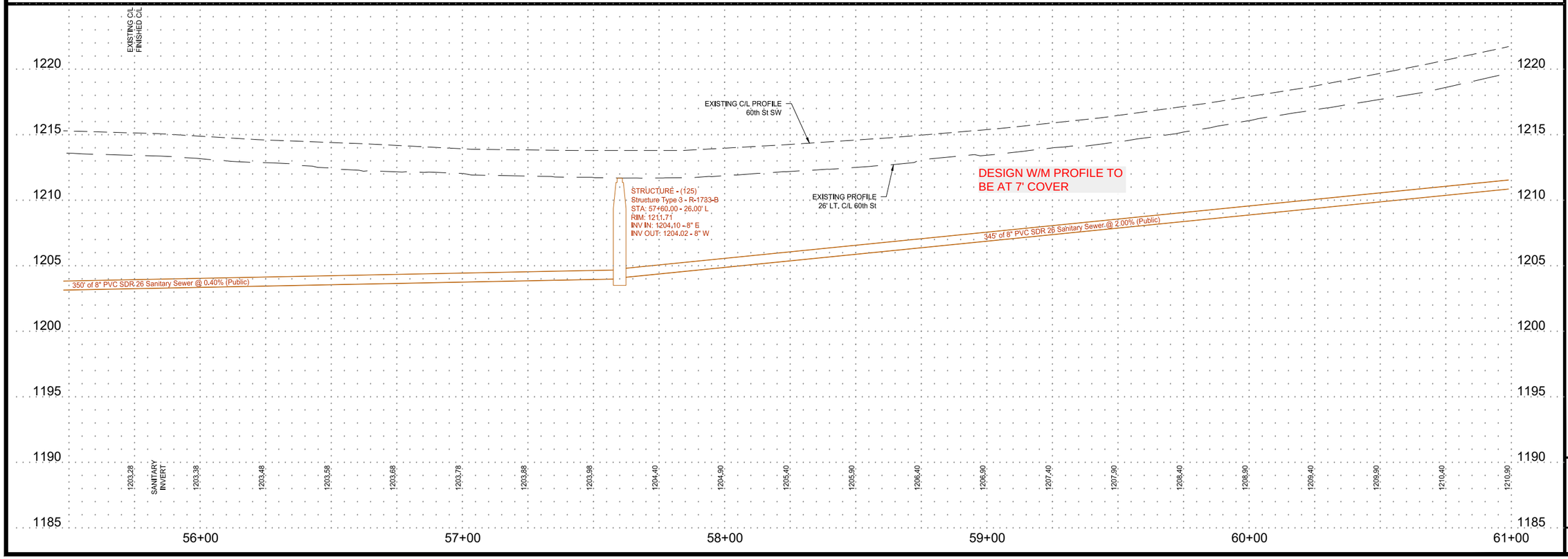
REV:	DATE:	DESCRIPTION:

Prairie Circle SW
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

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WSE MASSEY Engineering & Surveying
1543
PHONE NO. 507-634-4505
EMAIL: INFO@WSE.ENGINEERING
WEB: www.wse.engineering

KASSON OFFICE
P.O. Box 100
33B E Veterans Memorial Highway
Kasson, MN 55944

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Suite 101
Rochester, MN 55904

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

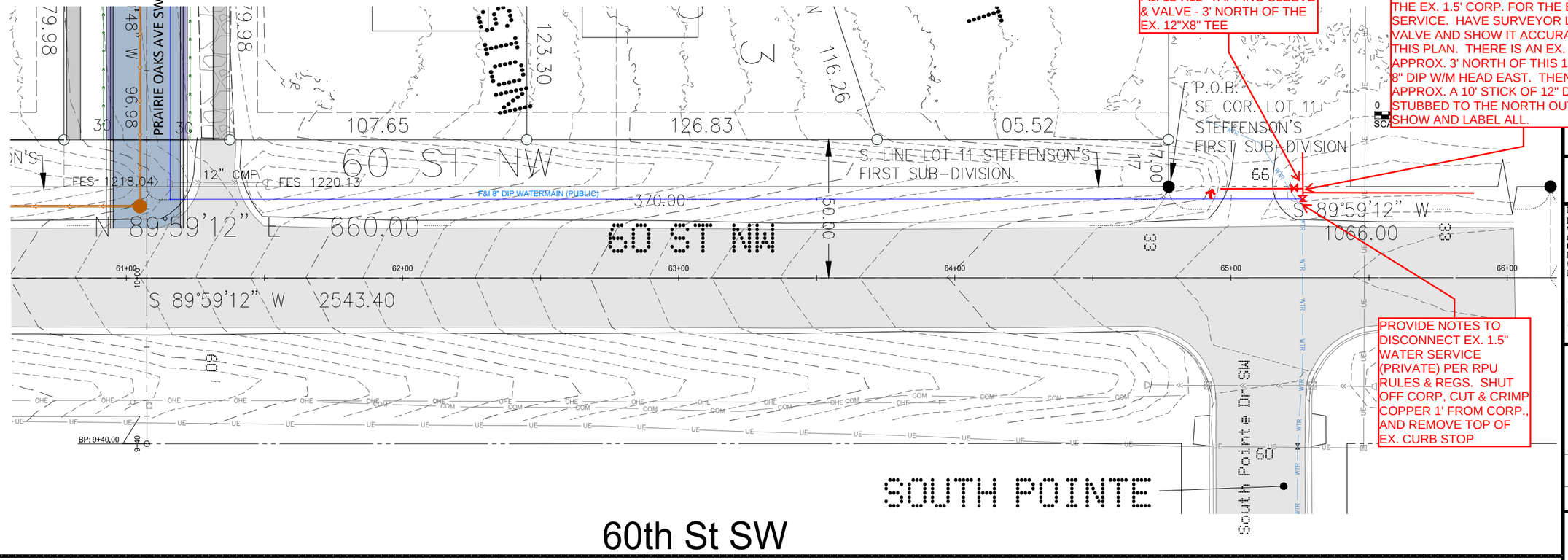
60th St SW - Sanitary Sewer
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

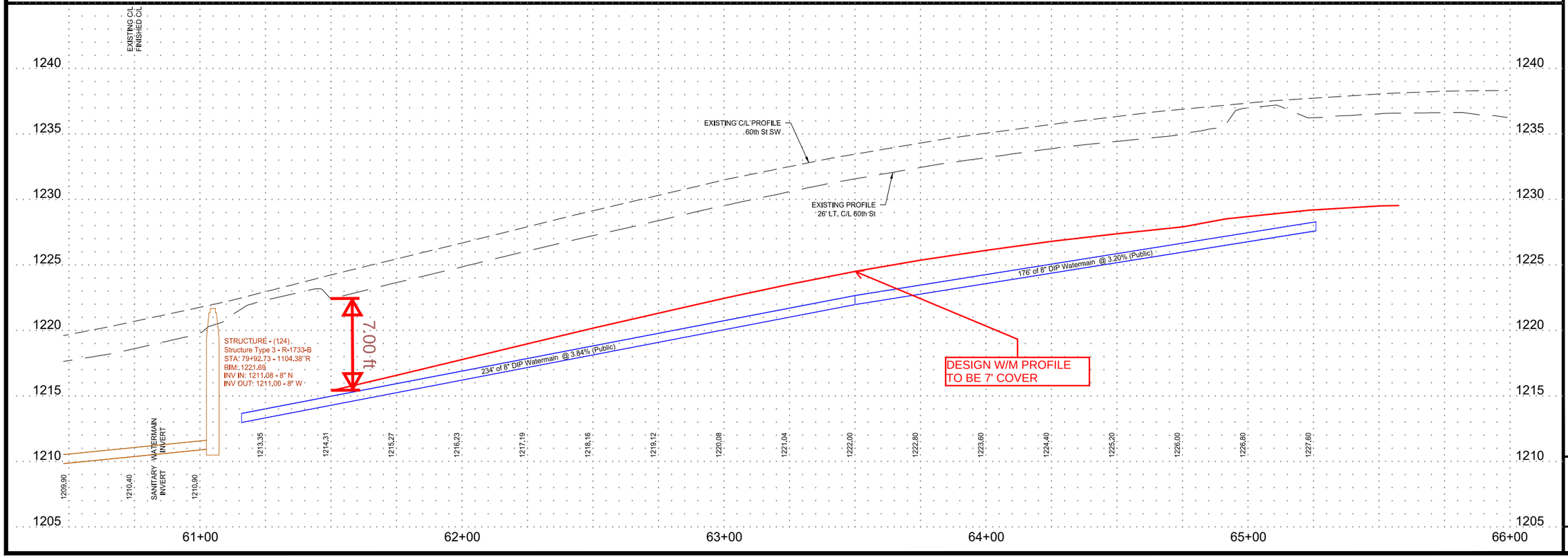
Sheet 12 of 15

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60th St SW



1544
EY LTD
Surveying
505
ENGINEERING
ng
555 E Veterans Memorial Highway
Kasson, MN 55944
ROCHESTER OFFICE
717 3rd Ave SE
Suite 101
Rochester, MN 55904

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Daniel Zemke
25800 11/11/2025
Number Date

REV: DATE: DESCRIPTION:

60th St SW - Watermain
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: AS SHOWN
DATE: 11/11/2025
DRAWN BY: CJK
JOB NUMBER: 154-255174
DWG. FILE: 154-255174 CG01.dwg

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4) Criteria for Major Land Subdivision Permit Approval

The Planning Commission shall recommend, and City Council shall approve, a Major Land Subdivision Permit, if it determines that the following criteria are met:

a) The proposed land subdivision is consistent with the adopted Comprehensive Plan.

b) The proposed land subdivision conforms to all standards in this UDC, unless a Minor Modification, Major Modification, or Variance for any deviation from the standards in this UDC has been approved pursuant to this UDC.

c) The proposed land subdivision permit is consistent with any approved and applicable General Development Plan, Conditional Use Permit, and/or Traffic Impact Study.

d) The proposed land subdivision will not result in a violation of federal or state law or city or county ordinance.

e) The proposed water system and sanitary sewer system are adequate to serve the normal and fire protection demands of proposed development and to provide for the efficient and timely extension to serve future development.

f) The plan for soil erosion and stormwater management meets the adopted standards of the City of Rochester and is consistent with the adopted Stormwater Management Plan or adopted drainage or stormwater policies.

g) The vehicular, pedestrian, transit and non-motorized system is consistent with adopted transportation plans and is consistent with the street layout standards listed in Section 60.400.040C Subdivision level Connectivity and Circulation and applicable traffic service standards.

h) The soils, topography and water tables have been adequately studied to ensure that all lots are developable for their designated purposes.

i) The proposed subdivision will not have off-site impacts on the street, drainage, water, or wastewater systems that exceed adopted standards.

j) The lot and block layout provide for safe and convenient pedestrian, non-motorized vehicle, transit, vehicular, service and emergency access, efficient utility service connections, and adequate buildable area in each lot for planned uses.

k) The proposed subdivision has taken into account the current six-year and other Long-Range Capital Improvements Programs and the elements listed in those programs in the design of the subdivision.

l) The proposed subdivision will not have adverse impacts on the safety or viability of permitted uses on, or the efficient continued development of, adjacent properties.

m) Rights-of-way and easements of adequate size and dimension are provided for the purpose of constructing the street, utility, and drainage facilities needed to serve the development.

n) The proposed parks, trail thoroughfares, and open space dedications are consistent with adopted plans, policies, and regulations.

o) If located in a residential zoning district, the subdivision addresses the need to avoid spillover parking from subdivision residents into surrounding residential districts.

p) For any land located within the Special Flood Hazard Area of the FPO – Floodplain Overlay:

   i) The proposed subdivision adequately mitigates the risks of flooding, inadequate drainage, soil and rock formations with severe limitations for development, severe erosion potential, or any other floodplain related risks to the health, safety, or welfare of the future residents of the proposed subdivision in a manner consistent with this ordinance;

   ii) Each lot contains a potential building site located outside of the Floodway District at or above the regulatory flood protection elevation;

   iii) Adequate drainage is provided to reduce exposure of flood hazard;

   iv) For all subdivisions containing land within the Floodway and/or Flood Fringe District boundaries, the regulatory flood protection elevation and the required elevation of all access roads are clearly labeled on all required subdivision drawings and platting documents;

   v) The subdivision provides road access both to the subdivision and to the individual building sites no lower than two feet below the regulatory flood protection elevation; and

   vi) All public utilities and facilities, such as sewer, gas, electrical, and water systems, are located and constructed to minimize or eliminate flood damage.

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LEGEND

1131	DENOTES EXISTING CONTOURS (OLMSTED COUNTY 2017 LIDAR)
	DENOTES GENERAL DEVELOPMENT PLAN BOUNDARY
	DENOTES PROPOSED RIGHT-OF-WAY
	DENOTES EXISTING STORM SEWER
WTR WTR	DENOTES EXISTING WATERMAIN
	DENOTES EXISTING SANITARY SEWER
	DENOTES EXISTING LOT LINES
	DENOTES PROPOSED LOT LINES
	DENOTES PROPOSED EASEMENTS

SITE SUMMARY:

1. USE: R-2 LOW DENSITY RESIDENTIAL — GROSS: ≈ 78.4 AC. — NET: ≈57.4 AC. — RESIDENTIAL DENSITY: 2-4 UNITS/AC.
2. LOW DENSITY HOUSING DENSITY (PER TABLE 2-21, 2025 COMPREHENSIVE PLAN) = 4-7 UNITS/AC.
3. NO AREAS OF WETLANDS, FLOODPLAIN, OR DECORAH EDGE IDENTIFIED ON OLMSTED COUNTY GIS MAPPING.
4. CONNECTIVITY INDEX (60.400.040C.4) = 1.75
   LINKS = 14
   NODES = 8
   REQUIRED = 1.5 (FOR DEVELOPMENTS WITH MORE THAN 100 LOTS)

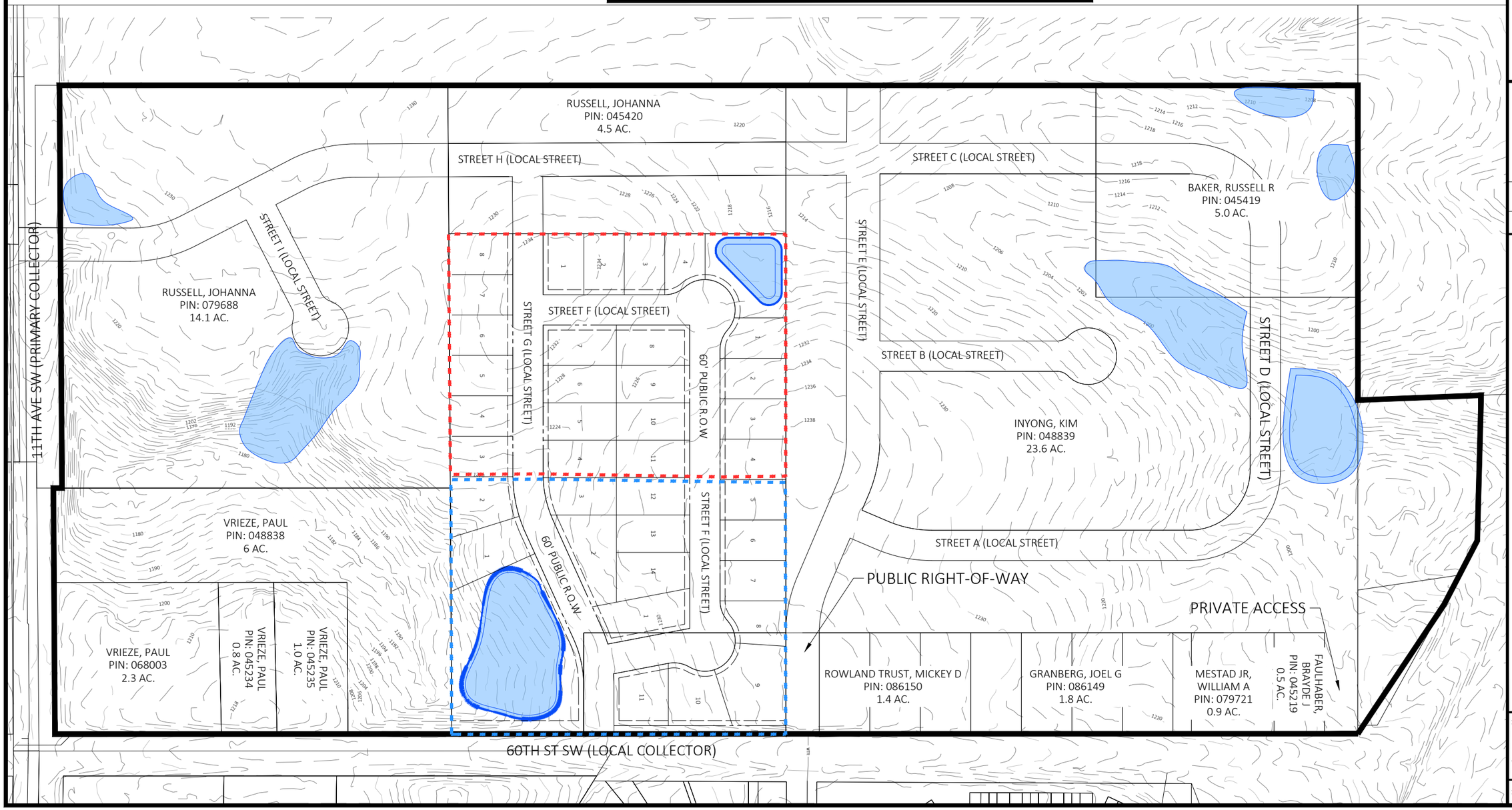
NON-DEVELOPABLE AREAS
STORMWATER TREATMENT AREAS = 2.9
EXISTING ROAD RIGHT OF WAY = 0.3 AC.
PROPOSED RIGHT-OF-WAY = 11.9 AC.
STEEP SLOPES (>18%) = 5.9 AC.

PHASING PLAN

PHASE 1- 15 LOTS

PHASE 2- 22 LOTS

PLAN
0 100 200
SCALE IN FEET



WSE MASSEY LTD
Engineering & Surveying
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PLANS@WSE.ENGINEERING
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KASSON OFFICE
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33 B E VETERANS
MEMORIAL HIGHWAY
KASSON, MN 55944

ROCHESTER OFFICE
1765 RESTORATION
ROAD SW
ROCHESTER, MN 55902

1547

REV:	DATE:	DESCRIPTION:

GENERAL DEVELOPMENT PLAN
PRAIRIE OAKS
ROCHESTER, MINNESOTA

SCALE: 1"-100'
DATE: 09/18/2025
DRAWN BY: C.D.T
JOB NUMBER: 013-255082
DWG. FILE: 013-255082 CP01 DWG

SHEET NUMBER:

CITY OF ROCHESTER, MINNESOTA
Planning & Zoning Commission MINUTES

Major Land Subdivision No. CD2025-041PLAT by Oak Grove RST LLC

Cover Page

CD Memo - CD2025-041PLAT Prairie Oaks

Development Process - CD2025-041PLAT Prairie Oaks

Notification Map - CD2025-041PLAT Prairie Oaks

Location Map Exhibit - CD2025-041PLAT Prairie Oaks

Major Land Subdivision Exhibit - CD2025-041PLAT Prairie Oaks

Applicant Narrative - CD2025-041PLAT Prairie Oaks

NIM Minutes - CD2025-041PLAT Prairie Oaks

Review Comments - CD2025-041PLAT Prairie Oaks

Preliminary Plat Criteria - CD2025-041PLAT - Prairie Oaks

Concept General Development Plan (CD2025-005GDP) - CD2025-041PLAT Prairie Oaks

Anthony Cicchi presented one staff report covering Items 6C and 6D together.
Bill Tointon, WSE Massey Engineering, representing the applicant, spoke to the items.

The Public Hearing was opened, the following people spoke:
1. Polly Mattson
2. David Hinkemeyer
The Public Hearing was closed.

Bill Tointon responded to the public comments. A discussion ensued.

Motion to forward a recommendation of Approval with Conditions for Major Land Subdivision CD2025-041PLAT with the findings and support outlined in the Community Development Memo dated December 10, 2025.

MOVER: John Eischen
SECONDER: Jeremy C Andrist
AYES: Jeremy C Andrist, John Eischen, Ruchi Gupta, Jonathon P Krull, Lisa Ross, Nicolas B.C. Yost
NAYS: Robert A Cline
ABSENT: Abdimajid (Axe) M Ahmed
RESULT: APPROVED [6 - 1 - 1]

RESOLUTION

Approving Major Land Subdivision No. CD2025-041PLAT, To Be Known as Prairie Oaks, For the Subdivision of 15 Acres Into 37 Lots and 2 Outlots, Located West of the Intersection of Highway 63 and 60th St SW.

WHEREAS, Oak Grove RST LLC., requested from the City of Rochester approval of a Major Land Subdivision to be known as Prairie Oaks.

WHEREAS, the Major Land Subdivision proposes 37 lots and 2 outlots on 15 acres of land located west of the intersection of Highway 63 and 60th St SW.

WHEREAS, the Council adopts the Planning Commission findings as described in the attached Community Development memo dated December 10, 2025, and finds the proposal meets the criteria in R.C.O § 60.500.040 (subd. G) Major Land Subdivision Permit.

WHEREAS, on December 10, 2025, the City of Rochester Planning Commission reviewed the application and recommended approval subject to two conditions.

WHEREAS, on January 5, 2026, the City of Rochester Common Council held a public hearing to consider this application and adopted the findings of fact and approved the application subject to conditions.

NOW, THEREFORE IT BE RESOLVED by the Common Council of the City of Rochester that, based upon the above-stated findings of fact, the Applicant has shown by a preponderance of the evidence submitted at the public hearing that it has satisfied the above criteria subject to the imposition of the below-stated nine conditions of approval.

BE IT FURTHER RESOLVED, that the City approve Major Land Subdivision No. CD2025-041PLAT, requested by Oak Grove RST LLC., subject to the nine conditions of approval shown below:

CONDITIONS

1. Prior to the Final Plat submittal, the associated General Development Plan (CD2025-005GDP) will be approved.
2. Prior to the Final Plat submittal, the associated Zone Change (CD2025-006ZC) will be approved.
3. Prior to Final Plat submittal, Stormwater Management, Civil, and Grading Plans shall be approved.
4. Prior to the Final Plat submittal, a City-prepared Development Agreement must be approved.
5. Prior to the Final Plat submittal, Olmsted County GIS and Addressing comments shall be addressed.
6. Prior to the Final Plat submittal, RPU Water comments shall be addressed.

7. Prior to the Final Plat submittal, Rochester Fire Department comments shall be addressed.
8. Prior to the Recordation of the Final Plat, the applicant shall meet their parkland dedication obligation.
9. Prior to the Recordation of the Final Plat, the applicant shall provide a revised plat exhibit to include the street names, to the satisfaction of Olmsted County GIS and Addressing.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Major Land Subdivision No. CD2025-042PLAT by Pulte Homes of Minnesota LLC

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Public Hearings

PRESENTER:
Elliot Mohler

Action Requested:

Adopting a Resolution approving Major Land Subdivision No. CD2025-042PLAT, by Pulte Homes of Minnesota LLC, to subdivide approximately 141 acres into 300 residential lots and six outlots.

Report Narrative:

The applicant is proposing a Major Land Subdivision to subdivide 141 acres of land into 300 residential lots. The site is located southwest of the intersection of Country Club Rd W and 45th Ave SW.

The site abuts the City to the east. The underlying land use for the site is Low-Density Residential. On August 13, 2025, the Planning Commission forwarded a recommendation of approval for CD2025-004ANX to annex 120 acres of land to facilitate the development of 300 residential lots. On September 8, 2025, the Council approved the Annexation Petition to incorporate 120 acres of land into the City limits.

The developer currently has an Environmental Assessment Worksheet published in the EQB Monitor for the required 30-day public comment period. During this 30-day public comment period, Federal and State agencies have a chance to comment on the information provided in the document. The general public may also provide comments during this time period. The Environmental Assessment Worksheet is an information-gathering document to assist in assessing the environmental impacts of potential development and to provide mitigation strategies. Adoption of a Record of Decision does not equate to approval of a project.

The style of development proposed is compatible with the existing and future development to the east and the planned development to the north, south, and west. The site will gain access from 45th Ave SW. The development will be split into two phases, with the second phase providing a secondary access from 8th St SW.

The Development Review Team is recommending approval of Major Land Subdivision No. CD2025-042PLAT with the following conditions:

1. Prior to the Final Plat Submittal, Storm Water Management, Civil, and Grading Plans shall be approved.
2. Prior to the Final Plat submittal, a City-prepared Development Agreement must be approved.
3. Prior to the Final Plat submittal, the developer shall provide a revised plat exhibit to include the name of the proposed subdivision and necessary signature blocks.
4. Prior to the Final Plat submittal, RPU Electric comments shall be addressed.
5. Prior to the Final Plat submittal, RPU Water comments shall be addressed.
6. Prior to the Final Plat submittal, Rochester Fire Department comments shall be addressed.

7. Prior to the Recordation of the Final Plat, the applicant shall meet their parkland dedication obligation.
8. Prior to the Recordation of the Final Plat, the applicant shall meet their boulevard tree obligation.

Priorities & Foundational Principles:

Economic Resilience
Housing Access

Policy Considerations & DEI Impact:

The proposed Major Land Subdivision is consistent with the goals and policies of the Comprehensive Plan and Strategic Priorities of the Common Council. The P2S Comprehensive Plan identifies the need for a diversity of housing options, sizes, and prices to serve different demographics, including families, seniors, and single-person households. The 2025 Maxfield Housing Study points out that single-family homes continue to meet strong market demand, with Rochester needing to provide at least 4,800 single-family homes by 2030. Furthermore, with Mayo Clinic's Bold. Forward. Unbound. in Rochester initiative, future growth may continue to outpace housing production. The proposed development will assist in the City meeting its housing needs.

Housing turnover is imperative to a healthy housing market. Age-restricted communities provide aging residents with single-story and low-maintenance housing in a livable community. With many aging adults choosing to downsize, larger homes become available for younger families to move into. Most often, this creates a cascading effect that may open up starter homes to first-time buyers.

Prior Legislative Actions & Community Engagement:

August 13, 2025: Planning Commission - Forwarded a recommendation approving Growth Management Map Amendment No. CD2025-002GMMA, Comprehensive Plan Amendment No. CD2025-003CPA, and Annexation Petition No. CD2025-004ANX
September 8, 2025: Council - Adopted Resolutions approving Growth Management Map Amendment No. CD2025-002GMMA, Comprehensive Plan Amendment No. CD2025-003CPA, and Annexation Petition No. CD2025-004ANX
September 29, 2025: City Teammates - Approved General Development Plan No. CD2025-003GDP
November 4, 2025: Environmental Quality Board - Environmental Assessment Worksheet submitted to the EQB Monitor
November 11, 2025: Environmental Quality Board - Environmental Assessment Worksheet published in the EQB Monitor
November 11, 2025: Environmental Quality Board - Required 30-day public comment period begins.
December 10, 2025: Planning Commission - Adopted a Resolution approving Shoreland Protection Permit No. CD2025-001SPP
December 10, 2025: Planning Commission - Forwarded a recommendation approving Major Land Subdivision No. CD2025-042PLAT

Fiscal & Resource Impact:

All development costs associated with the project are the responsibility of the developer.

Alternative Action(s):

No alternative actions are recommended at this time.

Prepared By:

Elliot Mohler

Attachments:

Community Development Memo - CD2025-042PLAT Pulte Homes of MN

Development Process - CD2025-042PLAT Pulte Homes of MN

Notification Map - CD2025-042PLAT Pulte Homes of MN

Site Location Map - CD2025-042PLAT Pulte Homes of MN

Applicant Narrative - CD2025-042PLAT Pulte Homes of MN

Major Land Subdivision Exhibit - CD2025-042PLAT Pulte Homes of MN

Shoreland Exhibit - CD2025-042PLAT Pulte Homes of MN

Major Land Subdivision Criteria - CD2025-042PLAT Pulte Homes of MN

Review Comments - CD2025-042PLAT Pulte Homes of MN

Resolution - CD2025-042PLAT Pulte Homes of MN

ROCHESTER COMMUNITY DEVELOPMENT

City of Rochester
4001 West River Parkway NW, STE 100
Rochester, MN 55901-7090

Website: www.rochestermn.gov/cd
Email: communitydevelopment@rochestermn.gov
Phone: 507-328-2600

Rochester Planning and Zoning Commission	**December 10, 2025**

Prepared By: Rochester Community Development Department

Request: Major Land Subdivision No. CD2025-042PLAT, by Pulte Homes of Minnesota LLC, to subdivide approximately 141 acres of land into 300 residential lots and six outlots.

Location: The site is located southwest of the intersection of Country Club Rd W and 45th Ave SW.

Applicant: Pulte Homes of Minnesota LLC

PLANNING COMMISSION SUMMARY

Application Type: Major Land Subdivision

What is Considered: The Major Land Subdivision is the initial document authorizing the creation of a subdivision. During the Major Land Subdivision review, the Planning Commission and City Council evaluate the subdivision for conformance with lot development standards, such as lot size, vehicle and pedestrian access /connectivity, public utility needs, and the future for development on adjacent undeveloped land.

Site design standards, such as building and parking lot location, height, and setbacks, are not part of the preliminary plat review.

A Final Plat will follow the Major Land Subdivision and will ensure full compliance with future construction, utility, and grading plans.

Approval Body: Rochester City Council

Development Review Team Recommendation: Approval with conditions:

1. Prior to the Final Plat submittal, Stormwater Management, Civil, and Grading Plans shall be approved.
2. Prior to the Final Plat submittal, a City-prepared Development Agreement must be approved.
3. Prior to the Final Plat submittal, the developer shall provide a revised plat exhibit to include the name of the proposed subdivision.
4. Prior to the Final Plat submittal, RPU Electric comments shall be addressed.
5. Prior to the Final Plat submittal, RPU Water comments shall be addressed.
6. Prior to the Final Plat submittal, Rochester Fire Department comments shall be addressed.

7. Prior to the Recordation of the Final Plat, the applicant shall meet their parkland dedication obligation.
8. Prior to the Recordation of the Final Plat, the applicant shall meet their boulevard tree obligation.

PROJECT SUMMARY

The applicant is proposing a Major Land Subdivision to subdivide 141 acres of land into 300 residential lots. The site is located southwest of the intersection of Country Club Rd W and 45th Ave SW.

The site abuts the City of Rochester to the east. The underlying land use for the site is Low-Density Residential. On August 13, 2025, the Planning Commission forwarded a recommendation of approval for CD2025-004ANX to annex 120 acres of land to facilitate the development of 300 residential lots. On September 8, 2025, the City Council approved the Annexation Petition to incorporate 120 acres of land into City limits.

The style of development proposed is compatible with the existing and future development to the east and the planned development to the north, south, and west. The site will gain access from 45th Ave SW. The development will be split into two phases with the second phase providing a secondary access from 8th St SW

CD2025-042PLAT – ZONING SUMMARY TABLE

Land Use/ Zoning	The underlying land use is Low-Density Residential. Upon annexation, the site will be zoned R-2 Single-Family Small Lot based on the underlying land use. **East:** The properties to the east are zoned R-3 (Medium Density Residential), R-2 (Single Family Small Lot), and MX-S (Mixed Use Street Oriented). **West:** The properties to the west are located outside City limits and are zoned A-3 (Agricultural). **North:** The properties to the north across Country Club Rd W are located outside City limits and are zoned A-3 (Agricultural). **South:** The properties to the south are located outside City limits and are zoned R-1 (Single-Family) and R-A (Rural Residential).
Streets and Access	The subdivision will gain access from 45th Ave SW. The proposed second phase will provide secondary access from 8th St SW. The proposed roadways will be public.
Grading & Stormwater Management	No grading or earthwork is allowed to occur until a Stormwater Management Plan has been approved and a grading permit has been issued. The Stormwater Management Plan will be required before acceptance of a final plat application.
Wetlands/Decorah Edge/Floodplain	Floodplain and shoreland are both present on the property. The developer has submitted both a Shoreland Protection Permit and a Floodplain Development Permit. These applications must be approved prior to the development of the site.

Public Facilities	Presently, public facilities exist to service the site. A Development Agreement for the Owner's execution to memorialize terms and obligations specific to the development of this site may be required. These roadways are low-speed, low-volume residential streets.
Utilities	Adequate utility infrastructure exists to service the site. The developer will continue to work with RPU Electric and Water to resolve any comments provided during the review process. These comments must be resolved prior to the Final Plat submission.
Parkland Dedication	The plat will create 300 residential lots, requiring 7.37 acres of parkland dedication. Parks and Recreation teammates have worked with the developer and have determined that parkland dedication should be met via cash-in-lieu. The developer will be required to pay $183,000 prior to Final Plat recordation.

MAJOR LAND SUBDIVISION CRITERIA – STANDARDS FOR APPROVAL

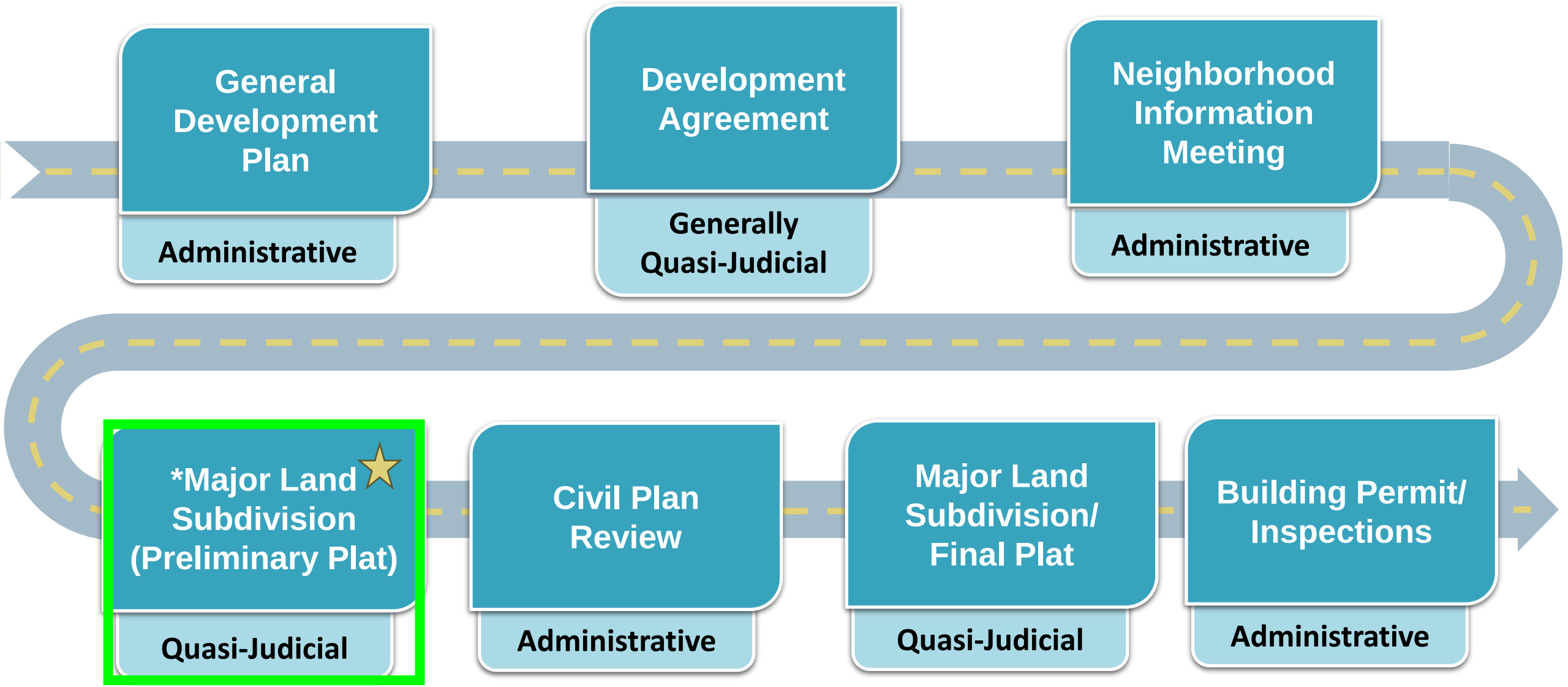
The Community Development Team has reviewed the Major Land Subdivision for conformance with the Unified Development Code and recommends that all Major Land Subdivision findings are met (Section 60.500.040G.4).

The Community Development Team recommends APPROVAL WITH CONDITIONS, as outlined in the Planning Commission Summary above.

ATTACHMENTS

1. Development Process
2. Notification Map
3. Location Map
4. Major Land Subdivision Exhibit
5. Applicant Narrative
6. Neighborhood Information Meeting Minutes
7. Review Comments
8. Major Land Subdivision Findings

Pulte Homes of MN Subdivision

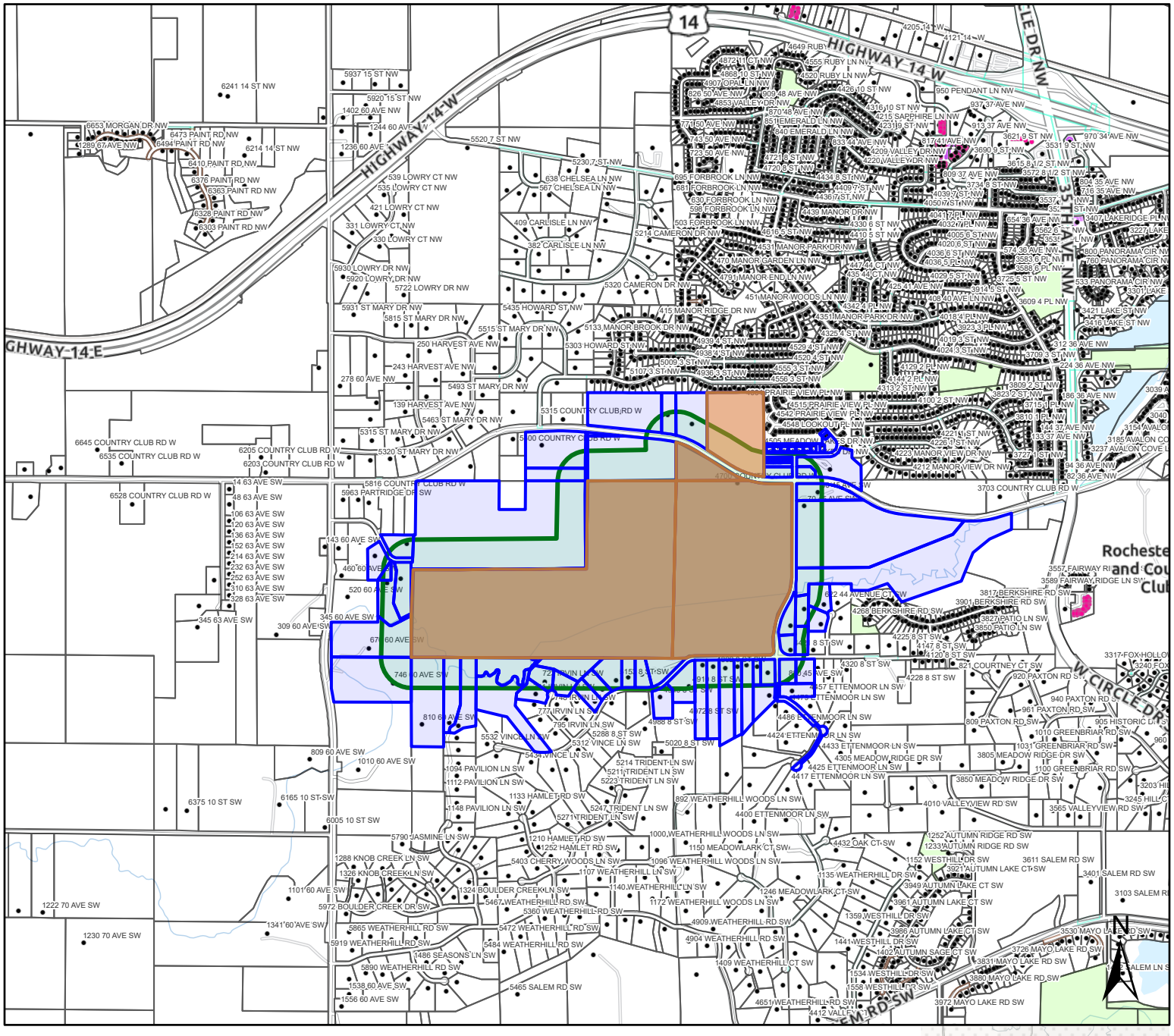


Del Webb at Country Club Rd

11/18/2025 Olmsted County Geographic Information Systems

0 0.1 0.3 0.4 0.6 mi

Scale: 1:36,112



Site of Interest

Notification Locations

Notification Perimeter

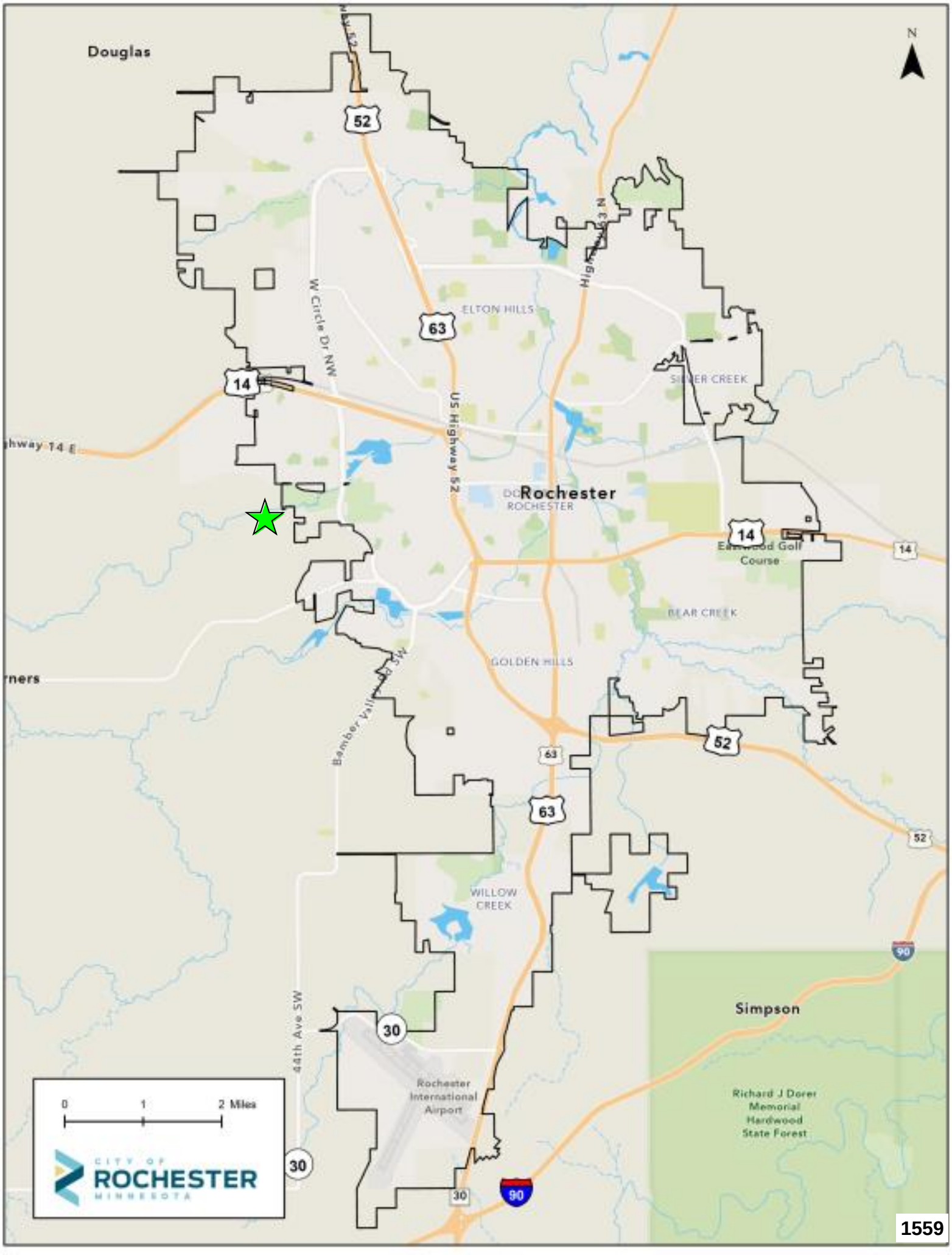
Summary Descriptions

Notif Area: 450
PINs: 081149, 041608, 089159
Ward 2
The Manor Neighborhood
Cascade Township



OLMSTED COUNTY
MINNESOTA

This document is not guaranteed to be 508C. For accessible maps, please contact the author or Olmsted County GIS. Olmsted County is not responsible for omissions or errors contained herein. If discrepancies are found within this map please notify Olmsted County GIS at (507) 328-7100, gissupport@olms
Public Works Service Center 1188 50 St SE, Rochester, MN 55904.
MN Dept Natural Resources, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS, MN Dept Natural Resources, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS


Douglas
N
52
63
14
W Circle Dr NW
US Highway 52
ELTON HILLS
SILVER CREEK
Rochester
ROCHESTER
Eastwood Golf Course
BEAR CREEK
GOLDEN HILLS
Bamber Valley Rd SW
WILLOW CREEK
44th Ave SW
30
Rochester International Airport
Simpson
Richard J Dorer Memorial Hardwood State Forest
90
0
1
2 Miles
CITY OF ROCHESTER
MINNESOTA
1559

Rochester Nigon

APPLICATION FOR:
Major Land Subdivision/Preliminary Plat
Flood Development Permit
Shoreland Protection Permit

ROCHESTER, MINNESOTA
November 12, 2025

Introduction

Pulte Homes of Minnesota, LLC ("Pulte") is pleased to be submitting this application.

Our company mission statement is ***"Building Incredible Places Where People Can Live Their Dreams."*** We currently operate under three distinct brands of homebuilding throughout the country: Pulte Homes, Centex Homes, and Del Webb. The office for Pulte's Minnesota Division is in Bloomington. We will sell and build over 600 homes in the Twin Cities a year under the Pulte Homes and Del Webb brands. We are now looking to build homes in the Rochester, Minnesota area and we are excited to share more about our proposal with this application.

Pulte will act as both developer of the property and builder of the homes. The primary contact for Pulte is:

Dean R. Lotter, Director of Land Planning & Entitlement
1650 West 82nd Street
Suite 300
Bloomington, MN 55431
952-219-9082
Dean.Lotter@PulteGroup.com

The owners of the property:

(1) Ralph and Agnes Family Farm, LLC
Attention: Terrence Nigon, Stephen Nigon, and Rosemary Gundacker
670 60th Avenue
Rochester, MN 55902
Telephone: 507-254-9119
Email: Bernard.Nigon@gmail.com

The planner, surveyor, civil engineer, and landscape architect are:

Alliant Engineering, Attn: Mark Rausch and Tyler Stricherz
733 S Marquette Ave, Unit 700
Minneapolis, MN 55402
612-767-9339
mrausch@alliant-inc.com

The Property

Property Identification Number

(1) 6400522041608
(2) Portion of 743233081149
(3) Portion of 640611084153

Key Facts

- Zoning Post Annexation — R-2
- Comp Plan Guidance — Low Density Residential
- Proposed use — 300 single family homes

- Preliminary Plat Area:
  - North Parcel — 97.35 acres
  - South Parcel — 42.39 acres
  - Total Gross Area — 139.74 acres

- Dimensions/Setbacks – 44'/50'/64' Single-Family Lots
  - Front setback — 25 feet
  - Rear setback — 20 feet
  - Side setback — 5 feet and 5 feet
  - Minimum lot depth — 135 feet

Requested Approvals

Our application to develop the Nigon property as an age restricted low density residential development is consistent with the City's land use guidance of the site as well as the zoning of R-2. We are requesting that the City of Rochester Planning Commission recommend approval and that the City Council approve our land use application. Our application is requesting approval for our major land subdivision/preliminary plat, our Shoreland Protection Permit and our Flood Development Permit. Additionally, we have an Environmental Assessment Worksheet currently out for public comment at the time of this application and eventually we ask this document be approved as well and that an NOD be issued with a negative declaration. Finally, we are planning on petitioning for annexation of the southern portion of the Nigon property in the near future. To be clear, we are seeking approvals for the entire site with the approvals for the southern portion of the site to be conditioned on successful annexation of the land into the City of Rochester.

Del Webb at Country Club Road

Pulte Group sells homes under the brands Pulte Homes and Del Webb here in Minnesota. Del Webb is a renowned and iconic brand name across the Country that exclusively caters to the "active adult" 55+ demographic. Del Webb neighborhoods are extremely popular and full of amenities. Many of these neighborhood names (ex. Sun City; Anthem) are well known across the country. Although we have developed many Del Webb neighborhoods in northern climates, the first one in Minnesota opened during the summer of 2019. We encourage you to visit Bellwether in the City of Corcoran in the northwest part of the Twin Cities. The attention to detail and the resort-like feel of a Del Webb neighborhood is unparalleled. We opened our second Del Webb neighborhood in Chaska, MN. This neighborhood is named Adelwood. Both Del Webb neighborhoods have been very successful. As we searched for the next place to build a Del Webb neighborhood, the City of Rochester, MN became of interest to us.

Many active adult buyers are searching for a neighborhood with the following attributes: single level homes that are smaller than their current single-family homes and have little or no stairs to navigate daily. Del Webb buyers are looking for a community with a homeowner's association that handles yard and snow maintenance to eliminate the headaches and backaches associated with this work. Additionally, our buyers are wanting a safe and secure feeling from their neighborhood, as well as having the attractiveness of a resort; and endless social and recreational opportunities that come with such a neighborhood.

Del Webb at Country Club Road incorporates the following intentional design strategies that are highly valued by the active adult buyer:

1. **Entrance experience** – We have arranged for a main entrance to the neighborhood off 45th Avenue which will offer a large monument, a dramatic hillside climb, open space views, and robust landscaping. This is the beginning of the resort-like feeling we achieve through our neighborhood design.

2. **Arrival drive** – The arrival drive leads the driver directly from the main entrance through open space views and ends at the amenity center which is the focal point of the neighborhood. The arrival drive consists of a parkway with a wide, heavily landscaped center median and runs past a deep ravine and ponds, providing beautiful, open views. There are no driveways on the parkway, creating a feeling of luxury, beauty, safety, and a welcoming sense of arrival into a special neighborhood.

3. **Amenity center** – This buyer also expects a private amenity center that caters to their recreational and social needs. We have strategically planned the amenity center to be located at a high point overlooking rest of the neighborhood. It will be a beautiful setting for this recreational and social gathering space.

4. **A feeling of security** – We regularly hear from the active adult buyer that they want their neighborhood to feel safe and secure. This is accomplished by a variety of intentional design approaches such as buffer plantings, perimeter decorative fencing in key areas, the parkway arrival drive, and a sidewalk along every street, etc. However, the most impactful attribute that creates a sense of security is the natural location and topography of the land and, while still easily accessible, this neighborhood is a little distant from hustle and bustle of Rochester's downtown.

5. **<u>Single level villa homes</u>** – The active adult buyer commonly wants to move into a single level home (with no or minimal stairs) with homeowner's association-maintained yards/snow removal and social and recreational opportunities. We will be offering homes and a neighborhood that provides these attributes. Buyers will be able to choose from different categories of homes, each providing a different home size, price point, and location/views.

The site we are proposing for this development is owned by the Nigon family and is located just south of Country Club Road and immediately west of 45th Avenue. Initial renderings of our site plan contemplate approximately 300 single family homes. We plan to have trails/sidewalks throughout the development. Located throughout the neighborhood there will be open spaces that will provide residents with additional amenities including, but not limited to, a community garden, a dog park, or sitting areas. The focal point of the neighborhood will be the amenity center. Below is a colored rendering of our proposed neighborhood, along with pictures of what our amenity center may look like and the homes we propose to build.



Please be aware that we will offer several different elevations of each home and over 25 different color packages. Our neighborhood will have homes that have unique features to them but remain compatible with the overall neighborhood design. Below is a summary of the lot sizing and homes that we are proposing.

Single Family – 44’ Lots

- Base square footage: 1,222 to 1,498
- Bedrooms: 2
- Bathrooms: 2
- 2-stall garages
- Slab on grade



Single Family – 50’ lots

- Base square footage 1,683 to 1,963
- 2 to 3 bedrooms
- 2 bathrooms
- 2-stall garages
- 50% basement/50% slab



Single Family – 64’ lots

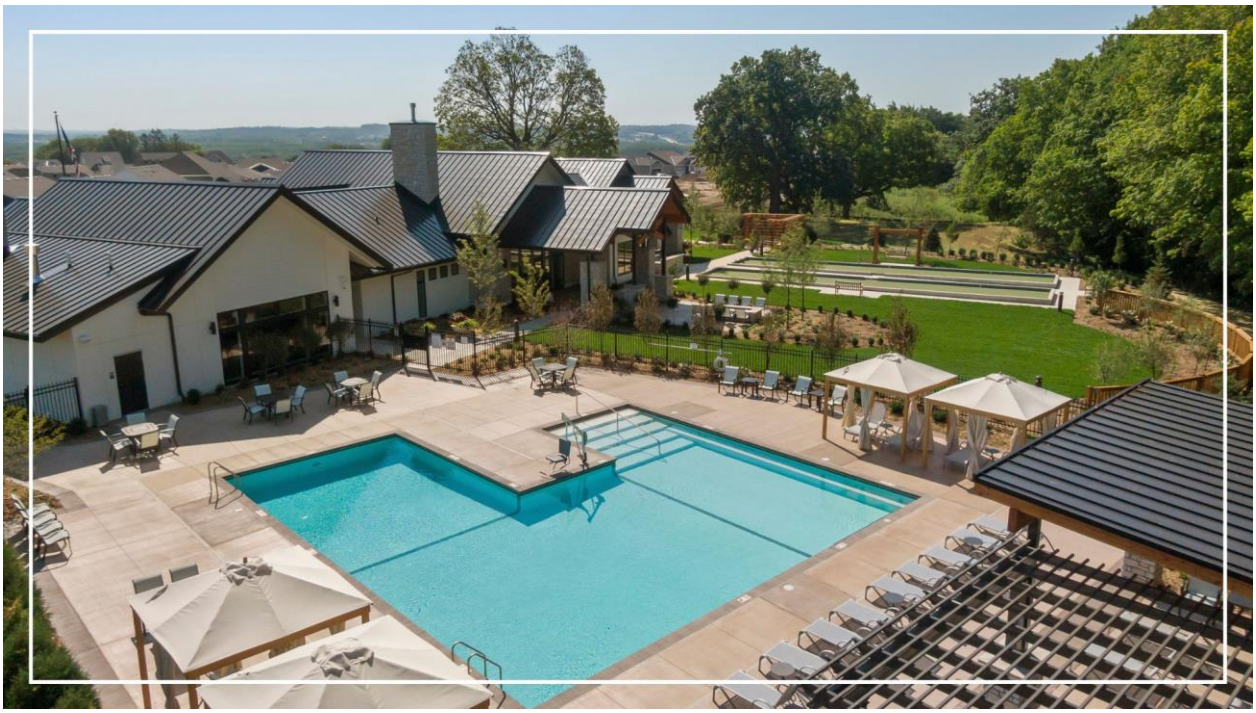
- Base square footage 1,683 to 1,963
- 2 to 3 bedrooms
- 2 bathrooms
- 3-stall garages
- Basements



Amenity Center

The following is just for illustrative purposes. We intend to bring forward a complete set of plans for the design and construction of the amenity center. Below is an example of what we built at Adelwood in Chaska, MN.





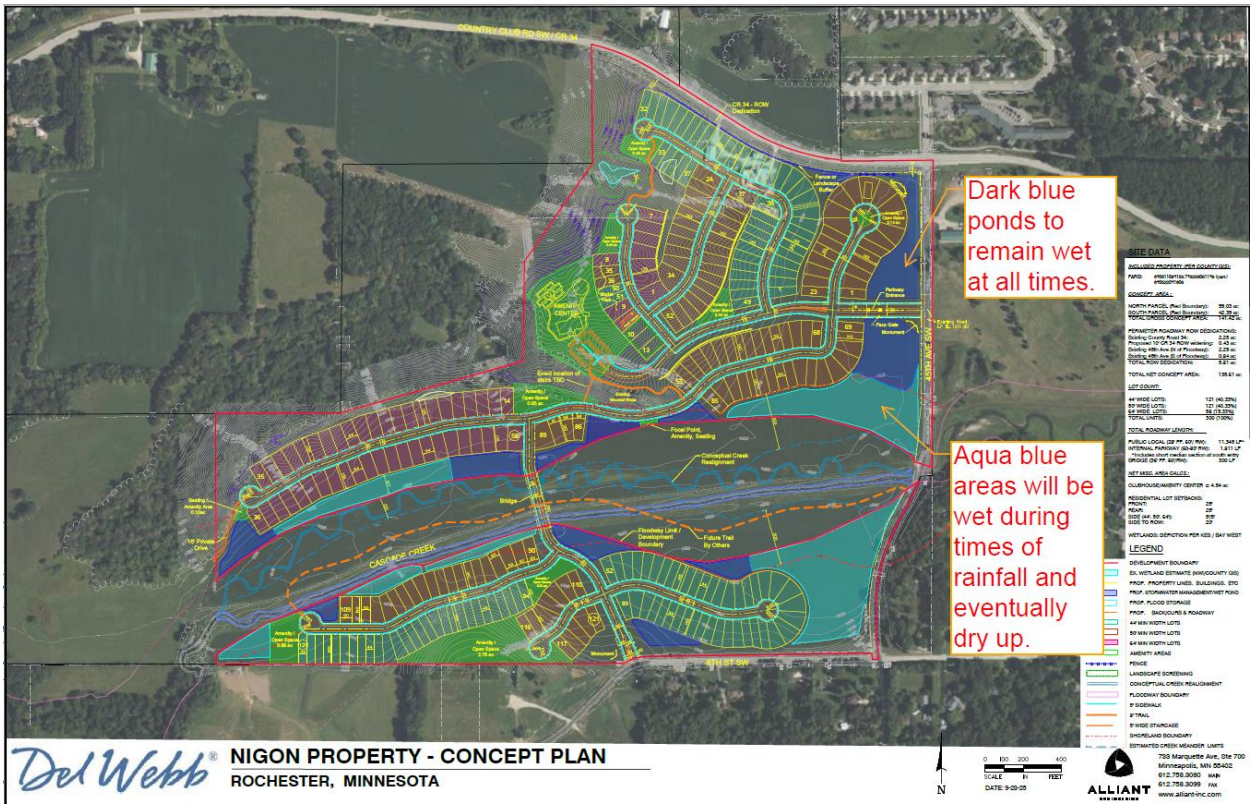
Project Milestones

We are pleased to be submitting our application for a major land subdivision/preliminary plat, flood development permit and Shoreland Protection Permit. Prior to this application we engaged in a significant amount of due diligence work. We have conducted numerous meetings with the city, county and DNR staff. A list of important milestones that have been accomplished are found below:

- February 20, 2025 - Pre Development Meeting
- June 10th, 2025 - NIMS Meeting for GDP, GMMA, and Petition for Annexation
- September 8, 2025 - CC approval of annexation petition, growth management map amendment, and comprehensive plan amendment.
- September 22, 2025 - Approval of General Development Plan
- September 12, 2025 - Decorah Edge Study completed.
- November 4, 2025 - EAW submitted to the EQB.
- November 6, 2025 - NIMS meeting – Major Land Subdivision, Flood Development, Shoreland Protection Permit.

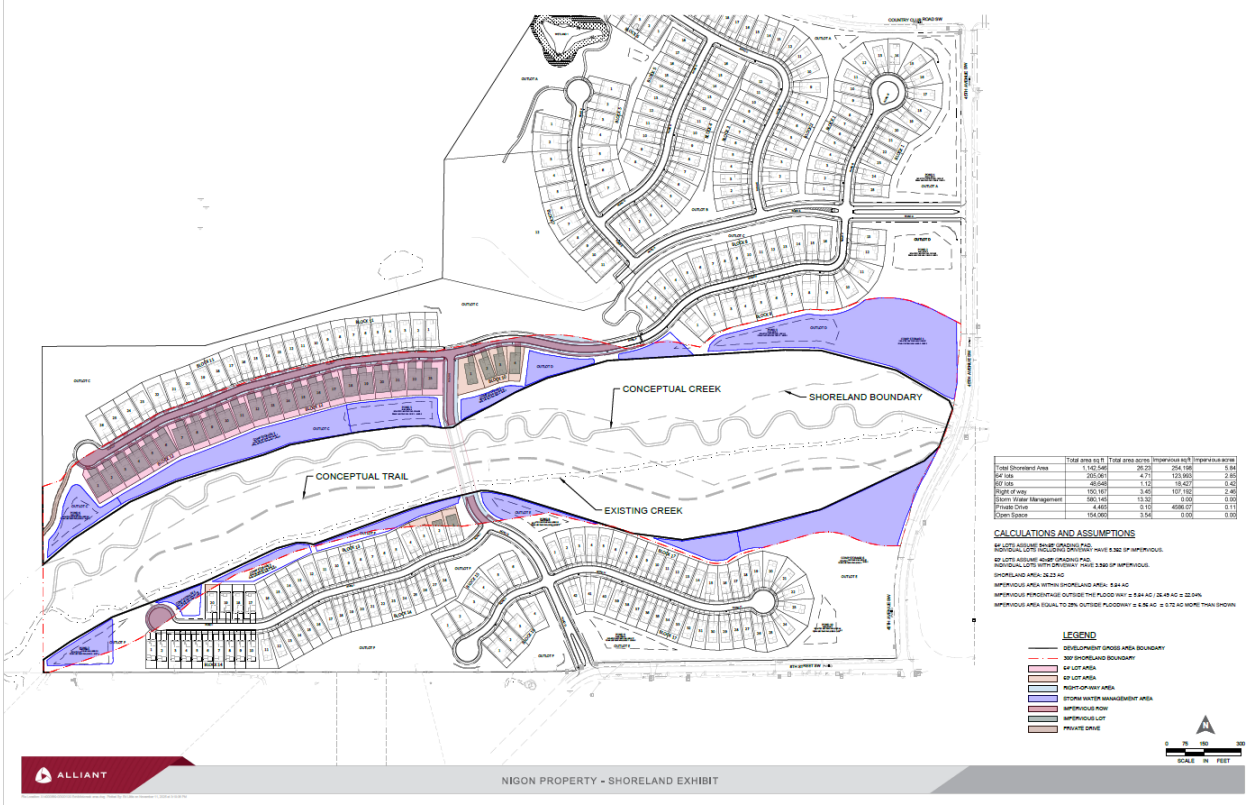
Stormwater and Compensatory Storage

Historically speaking, the property we are proposing to develop has been farmed. Stormwater was one of the big concerns raised by residents at both NIMS meetings the Pulte hosted this past year. However, it's important to realize that no engineered stormwater systems or controls of any kind have ever existed at this site, other than several culverts to allow water to pass under 45th Avenue as the site drains to the east. As we develop the site, Pulte will construct an engineered stormwater system that controls rate and volume of all stormwater runoff. No stormwater from our site will drain immediately into Cascade Creek. All stormwater from our site will be initially captured and treated by the stormwater system in our development prior to continuing to Cascade Creek in a controlled fashion. This system is included in our preliminary plat set of engineered drawings that will be reviewed and approved by city engineering staff. On the site plan below, all dark blue areas are ponding areas that will remain wet providing both a desirable aesthetic element to the neighborhood as well as retaining and treating stormwater. The areas with the lighter blue or aqua coloring are areas that will become wet when it rains but are designed to eventually dry up until the next rain. Both dark blue and aqua blue areas provided the necessary compensatory storage for the site. Please see the site plan below.



Shoreland Protection Permit

The City of Rochester's UDC section 60.200.040f: SDO section 13: Stormwater Management. States "Within the shoreland District Overlay Boundary, impervious surface coverage of lots shall not exceed 25 percent of the lot area." The impervious surface area of the proposed single-family lots in aggregate within the 300' boundary is 22.04%. This includes all the road and sidewalks within the Shoreland Boundary District as well as the proposed grading pad, and driveways for each lot. The grading pads are larger than the actual home footprint. The actual impervious area will be less than what is shown. Any lot within 300' of Cascade Creek will have additional restrictions placed against them in the HOA covenants that will be recorded against the property; further ensuring that additional impervious surface will not be added to the lot by the future homeowner. See the attached exhibit and provided areas that explain further the site meets the city's UDC code requirements for impervious areas within the Shoreland District Boundary.



Below is a close up of all the calculations demonstrating regarding impervious surface for lots located within or touching the 300' buffer around Cascade Creek.

	Total area sq ft	Total area acres	Impervious sq ft	Impervious acres
Total Shoreland Area	1,142,546	26.23	254,198	5.84
64' lots	205,061	4.71	123,993	2.85
60' lots	48,648	1.12	18,427	0.42
Right of way	150,167	3.45	107,192	2.46
Storm Water Management	580,145	13.32	0.00	0.00
Private Drive	4,465	0.10	4586.07	0.11
Open Space	154,060	3.54	0.00	0.00

CALCULATIONS AND ASSUMPTIONS

64' LOTS ASSUME 54'x85' GRADING PAD.
INDIVIDUAL LOTS INCLUDING DRIVEWAY HAVE 5,382 SF IMPERVIOUS.

60' LOTS ASSUME 40x85' GRADING PAD.
INDIVIDUAL LOTS WITH DRIVEWAY HAVE 3,980 SF IMPERVIOUS.

SHORELAND AREA: 26.23 AC

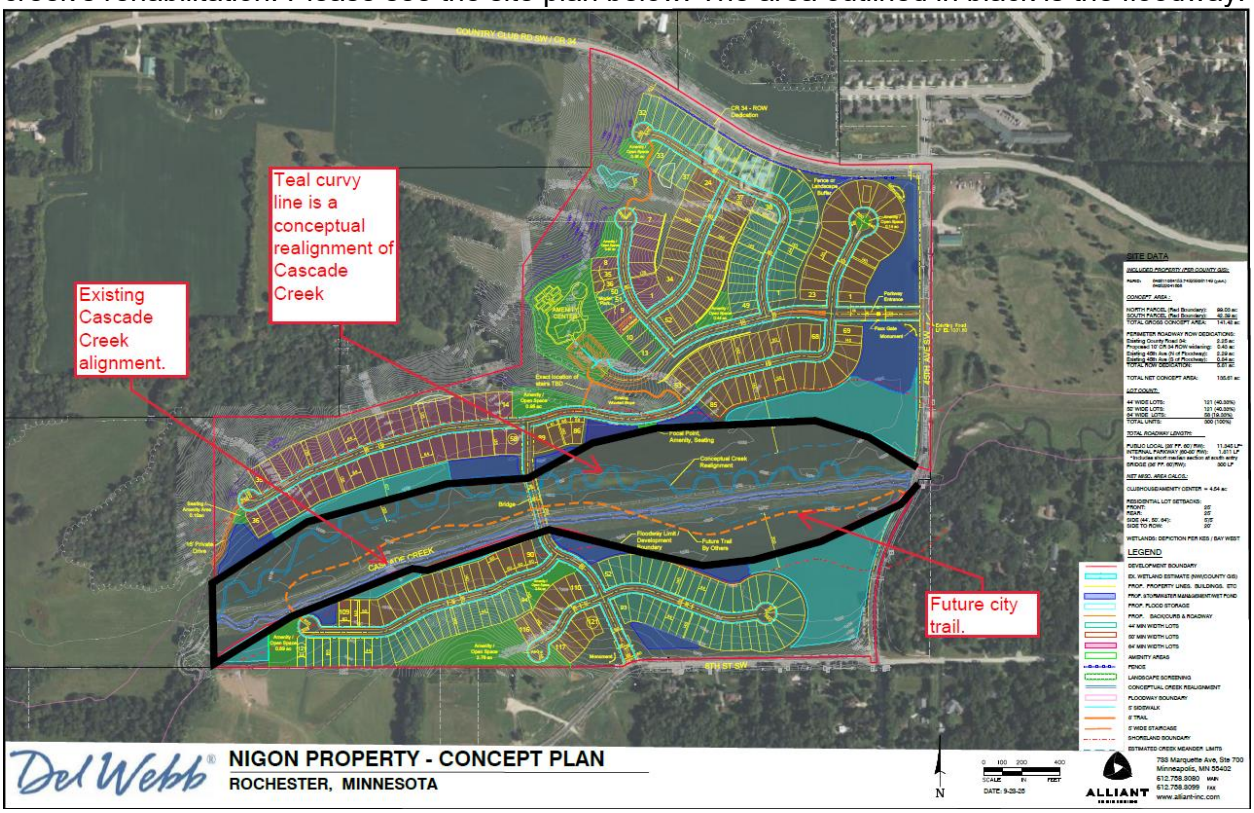
IMPERVIOUS AREA WITHIN SHORELAND AREA: 5.84 AC

IMPERVIOUS PERCENTAGE OUTSIDE THE FLOOD WAY = 5.84 AC / 26.49 AC = 22.04%

IMPERVIOUS AREA EQUAL TO 25% OUTSIDE FLOODWAY = 6.56 AC = 0.72 AC MORE THAN SHOWN

Floodway and Cascade Creek Rehabilitation

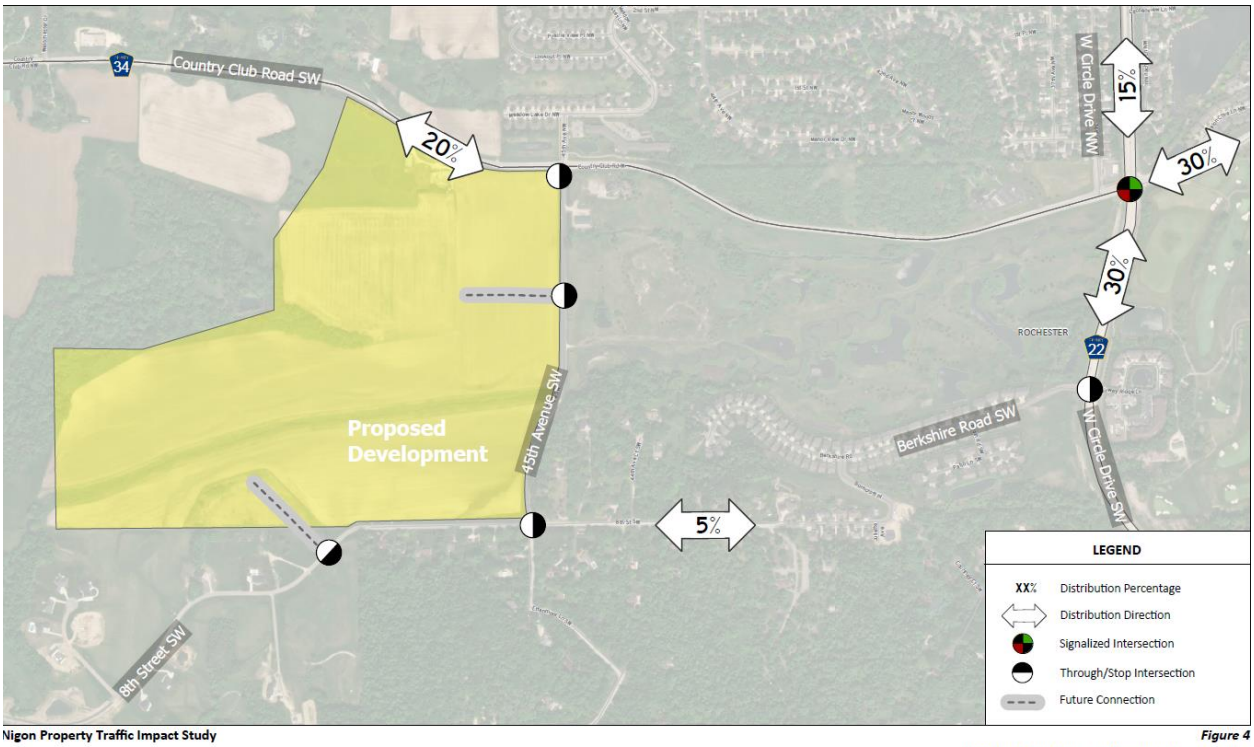
Earlier in the year, when we had initial discussions with city staff about our proposal, we were informed about the City, County and DNR's interest in rehabilitating Cascade Creek on the Nigon's property. Our original purchase contract with the Nigon family gave Pulte control over the entire site including the floodway. Rehabilitating Cascade Creek is in everyone's interest and as a result Pulte amended its purchase agreement with the Nigon Family, which effectively gave up our interest in the floodway area, so the City of Rochester could turn around and buy the floodway. It's our understanding that the Minnesota Department of Natural Resources (MNDNR) has grant funding that they can access for the design work and construction of the creek's rehabilitation. Please see the site plan below. The area outlined in black is the floodway.



Also shown on the site plan above are the existing Cascade Creek alignment and what a future realignment of the creek could look like. It is understood the design work for the realignment of Cascade Creek is likely to occur this winter. Changes to the alignment of Cascade Creek will have impacts to the Shoreland Protection Area. As the applicant, we must comply with impervious surface limitations on the areas of our site plan that touch or are within the Shoreland District. To this end, we ask that during the designing of the future Cascade Creek realignment, the agencies involved keep in mind how changing the creek location can potentially impact our plan.

EAW and Traffic Study

An environmental assessment worksheet is a document used to evaluate a proposed project's potential for environmental impacts. Pulte's consultant assembled the EAW document for staff's review. At the time of this application an EAW for this project was published for public comment. The comment period for the EAW lasts 30 days. City staff and Pulte will craft written responses to any comments received and the entire EAW will go before the City Council of Rochester for approval. A thorough traffic impact study (TIS) was completed as part of the EAW. Traffic was a topic of concern raised and discussed at our second NIMS meeting held on November 6th.



Nigon Property Traffic Impact Study

ALLIANT

Figure 4

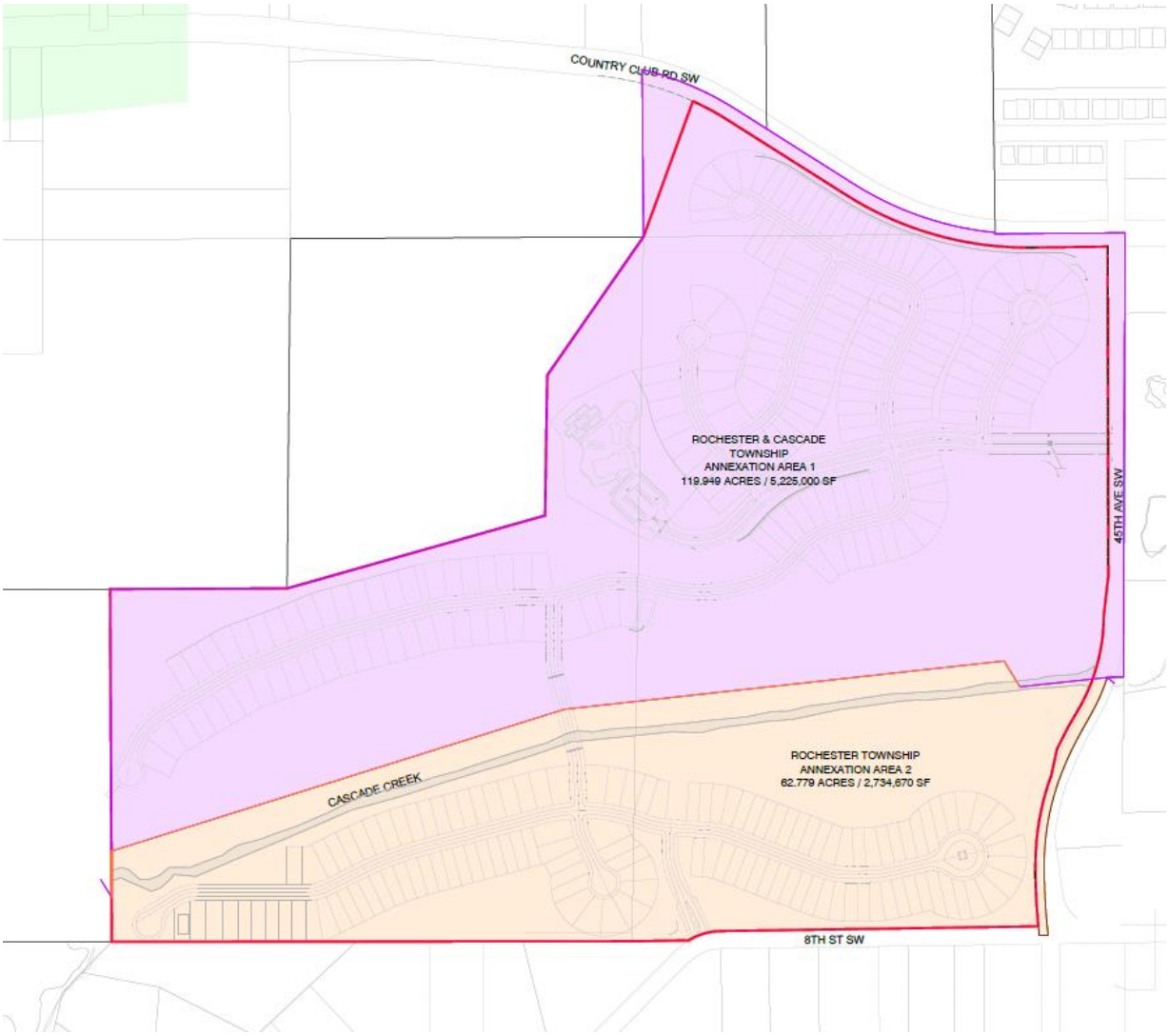
Proposed Development Directional Distribution

The traffic impact study concluded that the intersections in the area will not have any loss of service at the intersections studied. All this information was shared with the public who attended the November 6th NIMS meeting. Other important facts about the study are as follows:

- AM peak trips – 76 trips
- PM peak trips - 95 trips
- 95% of trips will go north to Country Club Road
    - 20% of trips will go west on Country Club Road
    - 75% of trips will go east on Country Club Road
- TIS assumed a higher number of homes being built that are proposed with this application.
- Conclusion – No loss of service and therefore no mitigation is required.

Special Request Regarding Annexation

The Nigon Family has made the request of Pulte and city staff regarding the annexation of their land. The Nigon family wants to avoid finding themselves in a situation where their land is annexed and Pulte is unable to buy the land. We respectfully ask that the city staff continue to wait on submitting anything to the State of Minnesota and coordinate the timing of the annexation with Pulte. A likely schedule, assuming the City Council approves our application sometime in January 2026, would be to submit the annexation materials to the State on the first of February 2026. Anticipated approval of the annexation by the State of Minnesota would be March of 2026; officially annexing the northern portion of the site into the City. Pulte will be submitting a petition for annexation in about a year to bring in the southern portion of the site, shown below in light orange, into the City of Rochester city limits.



Water and Sewer Utilities

We have been working with city staff for the extension of trunk water and sewer main to serve our proposed development. Water and Sewer are currently located at the southwest corner of Country Club Road and W. Circle Drive. Both utilities need to be brought through the parcel east of the Nigon's either in the County Road ROW or through the parcel directly east of the Nigon site. It's my understanding that design will begin soon, if it hasn't already, and these utilities would be bid and extended to our site during 2026. We understand that we would be charged area charges or assessments for our fair share of the cost of accessing water and sewer. Our plans show the utilities entering the Del Webb community at the main entrance and 45th Avenue SW, this of course, can be adjusted as needed.

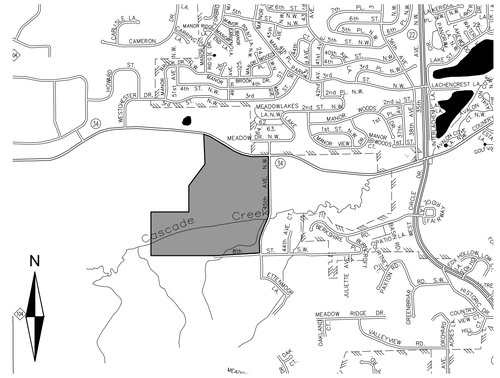
Phasing & Schedule

Preliminary Plat Approval	January 2026
Site Development – North Parcel	Spring 2026
Home Sales	January 2027
First Occupation of Homes	April 2027
Full Build of Homes	2030-2031

Nigon Property

Rochester, Minnesota





VICINITY MAP

Scale: 1"=2000'

CONTACT LIST

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EMAIL: Dean.Lotter@PulteGroup.com

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Email: dekrem@alliant-inc.com

LANDSCAPE ARCHITECT
John Gronhovd
License No. 59233
Email: jgronhovd@alliant-inc.com

PLAN SUBMISSION/REVISION MATRIX

#	SHEET DESCRIPTION	2025-11-12
1	Cover Sheet	X
2-7	Existing Conditions	X
8	Preliminary Plat - Overall	X
9-17	Preliminary Plat - View A-View I	X
18	Preliminary Plat Parcel Area Table	X
19	Phasing Plan	X
20	Site Plan - Overall	X
21	Site Plan Notes & Details	X
22-30	Site Plan - View A-View I	X
31	Grading And Drainage Plan - Overall	X
32	Grading & Pad Holddown Details	X
33-41	Grading And Drainage Plan - View A-View I	X
42-46	Grading Profiles	X
47-51	Pond Details	X
52-56	Compensatory Storage Details	X
57	Erosion & Sediment Control Plan - Overall	X
58-66	Erosion & Sediment Control Plan - View A-View I	X
67	Erosion & Sediment Control Notes	X
68	Sanitary Sewer & Watermain Plan - Overall	X
69-77	Sanitary Sewer & Watermain Plan - View A-View I	X
78	Storm Sewer Plan - Overall	X
79-87	Storm Sewer Plan - View A-View I	X
88	Storm Sewer Schedule	X
89	Wetland Management Plan	X
90	Landscape Plan - Overall	X
91-99	Landscape Plan - View A-View I	X

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Del Webb®

Nigon Property
Rochester, Minnesota

Preliminary Plat Submittal

Cover Sheet

DATE	DESCRIPTION
11-12-25	City Submittal

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Civil Engineer under the laws of the State of Minnesota.

Signature

Typed or Printed Name

Date License no.

PRELIMINARY
NOT FOR CONSTRUCTION
FOR REVIEW ONLY

QA/QC CHECK

By Date

PROJECT TEAM DATA

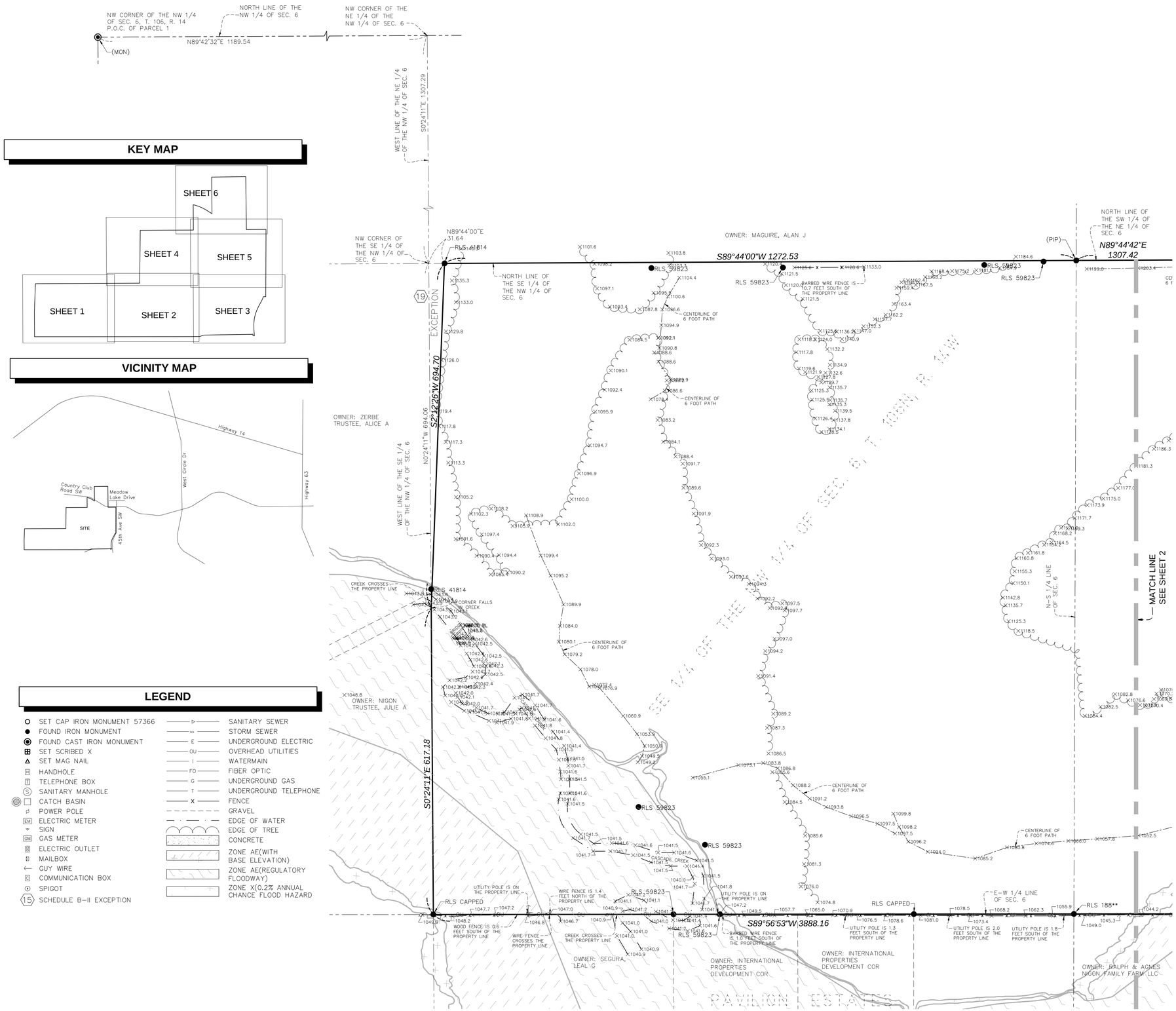
Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

1

Sheet 1 of 100

File Location: X:\4000569-00\00140 Design\00 Sheets - Preliminary\COVER.dwg Plotted By: Dylan Boecker on November 12, 2025 - 1:13 PM

1575



KEY MAP

VICINITY MAP

LEGEND

- SET CAP IRON MONUMENT 57366
- FOUND IRON MONUMENT
- FOUND CAST IRON MONUMENT
- SET SCRIBED X
- SET MAG NAIL
- HANDHOLE
- TELEPHONE BOX
- SANITARY MANHOLE
- CATCH BASIN
- POWER POLE
- ELECTRIC METER
- SIGN
- GAS METER
- ELECTRIC OUTLET
- MAILBOX
- GUY WIRE
- COMMUNICATION BOX
- SPIGOT
- SCHEDULE B-II EXCEPTION
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD UTILITIES
- WATERMAIN
- FIBER OPTIC
- UNDERGROUND GAS
- UNDERGROUND TELEPHONE
- FENCE
- GRAVEL
- EDGE OF WATER
- EDGE OF TREE
- CONCRETE
- ZONE AE(WITH BASE ELEVATION)
- ZONE AE(REGULATORY FLOODWAY)
- ZONE X(0.2% ANNUAL CHANCE FLOOD HAZARD

PROPERTY DESCRIPTION

PARCEL 1:

The Southeast Quarter of the Northwest Quarter (SE¼ NW¼) of Section 6, Township 106 North, Range 14 West, Olmsted County, Minnesota, excepting therefrom:

Commencing at the northwest corner of said Northwest Quarter; thence North 89 degrees 42 minutes 32 seconds East (NOTE: all bearings are in relationship with the Olmsted County Coordinate System NAD '83, Adjusted 1996), along the north line of said Northwest Quarter, 1189.54 feet to the northwest corner of the Northeast Quarter of said Northwest Quarter; thence South 00 degrees 24 minutes 11 seconds East, along the west line of said Northeast Quarter of the Northwest Quarter, 1307.29 feet to the northwest corner of the Southeast Quarter of said Northwest Quarter and the POINT OF BEGINNING; thence North 89 degrees 44 minutes 00 seconds East, along the north line of said Southeast Quarter of the Northwest Quarter, 31.64 feet; thence South 02 degrees 12 minutes 26 seconds West, 694.70 feet to a point on the west line of said Southeast Quarter of the Northwest Quarter that is 694.06 feet south of the northwest corner of said Southeast Quarter of the Northwest Quarter; thence North 00 degrees 24 minutes 11 seconds West, along said west line, 694.06 feet to the POINT OF BEGINNING.

AND

The Southwest Quarter of the Northeast Quarter (SW¼ NE¼); and the East Half of the Northeast Quarter (E½ NE¼), all in Section Six (6), Township One Hundred Six (106) North, Range Fourteen (14) West, Olmsted County, Minnesota.

PARCEL 2:

The West One Hundred Ten Acres (W.110) of the Northwest Quarter (NW¼) of Section Five (5), Township One Hundred Six (106) North of Range Fourteen (14) West, Olmsted County, Minnesota, excepting therefrom the following two parcels:

All that part of the West One Hundred Ten (W.110) acres of the Northwest Quarter (NW¼) of Section five (5), Township One Hundred Six (106), Range Fourteen (14) West, Olmsted County, Minnesota, which is South of the Cascade Creek and East of the new township road in said Northwest Quarter (NW¼), subject to public highway easements.

AND EXCEPT

That part of the South Half of the Northwest Quarter of Section 5, Township 106 North, Range 14 West, Olmsted County, Minnesota, described as follows:

Commencing at the southwest corner of said South Half of the Northwest Quarter; thence on an assumed bearing of North 89 08'47" East, along the south line of said South Half of the Northwest Quarter, a distance of 210.64 feet to the point of beginning; thence continuing North 89 08'47" East, along said south line, 1308.03 feet to the westerly right of way line of 45th Avenue SW; thence North 05 58'32" West, along said right of way line, 33.13 feet; thence South 89 08'47" West, parallel with said south line of the South Half of the Northwest Quarter, 1185.54 feet; thence southwesterly 125.52 feet along a tangential curve concave to the southeast, said curve has a radius of 233.00 feet, a central angle of 30 51'58" and the chord of said curve bears South 73 42'48" West 124.01 feet to the point of beginning.

PARCEL 3:

The Southwest Quarter of the Southwest Quarter of Section Thirty-Two (32), Township One Hundred Seven (107) North, Range Fourteen (14) West, Olmsted County, Minnesota, excepting therefrom:

That part of the West 463.00 feet of the Southwest Quarter of the Southwest Quarter of Section 32, Township 107 North, Range 14 West, Olmsted County, Minnesota, lying north of the centerline of Country Club Road SW (also known as County Road 34), Olmsted County, Minnesota.

NOTES

1. This survey and the property description shown here on are based upon information found in the commitment for title insurance prepared by Rochester Title & Escrow Company as agent for Chicago Title Insurance Company, file no. 2194216BR, dated January 10, 2025.
2. The basis of bearings is Olmsted County Coordinate System NAD83(96 adj.).
3. All distances are in feet.
4. 4.The property has vehicular access to Country Club Road SW and 45th Avenue SW, public right of ways.
5. The City of Rochester and Olmsted County have no records of any wells or septic fields.
6. We found multiple irons marked 59823. The surveyor, Will Zieman, informed me that the Nigons are in the process of quit claiming portions of the land. To my knowledge, no documents have been filed for these transfers.

I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the state of

Print Name

Signature

Date License Number

FOR REVIEW

Know what's below. Call before you dig. Dial 811

FOR REVIEW ONLY
PRELIMINARY
NOT FOR CONSTRUCTION

N

0 50 100 200
SCALE IN FEET

ALLIANT
www.alliant-inc.com

CLIENT: PULTE HOMES OF MINNESOTA

PROPERTY ADDRESS: 4700 COUNTRY CLUB ROAD SW ROCHESTER, MINNESOTA

DOCUMENT: EXISTING CONDITIONS SURVEY

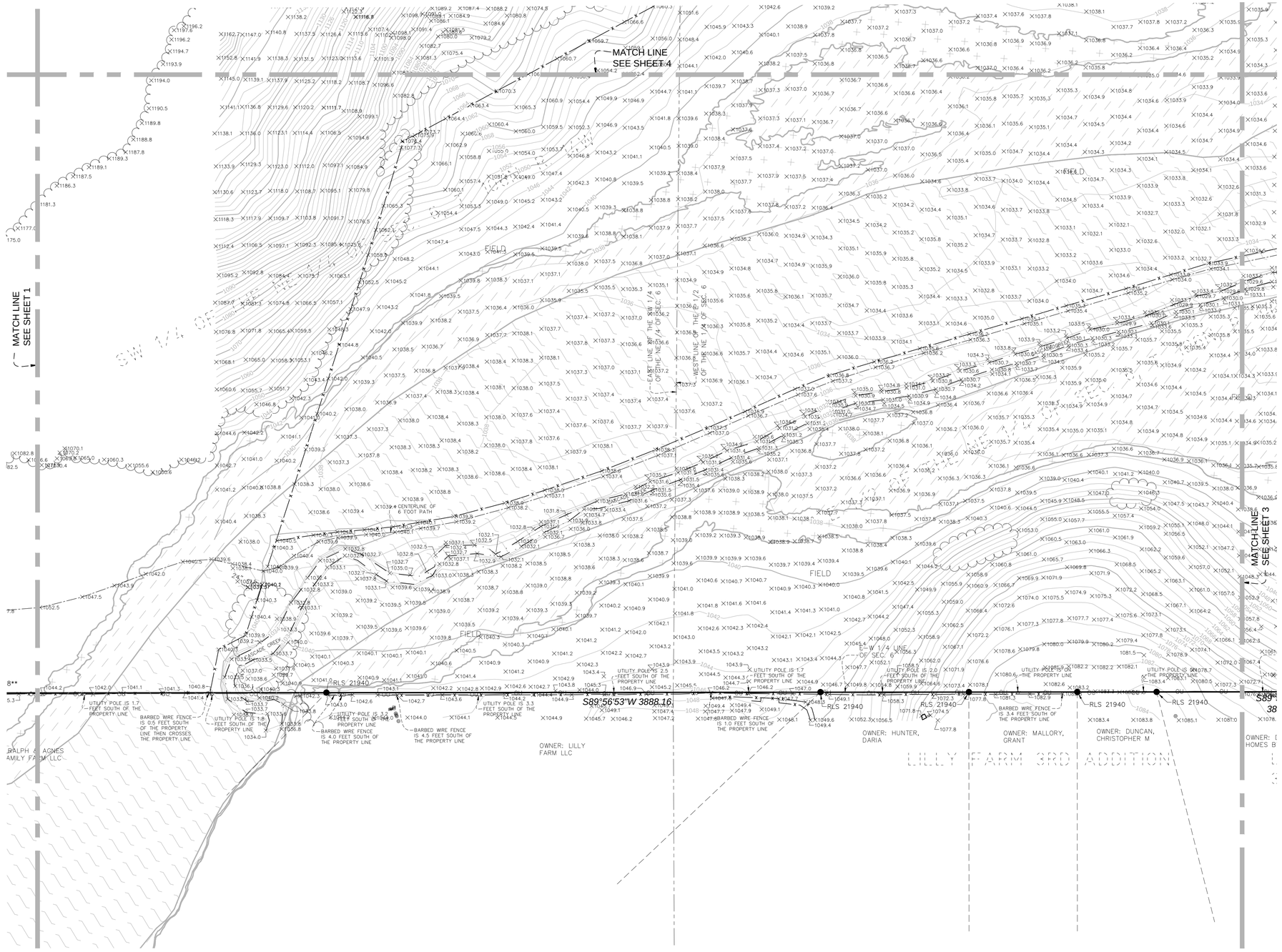
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SCALE	CHECKED BY:	
1" = 100'	DE	
FIELD DATE:	FIELD CREW:	
03/14/2025	DA,RS,LB,JE	

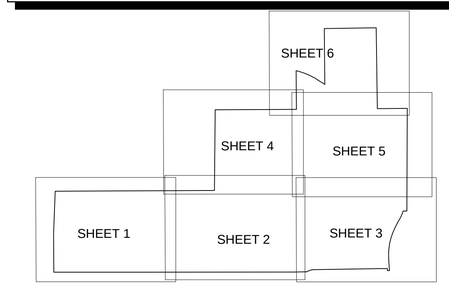
1 of 6
Sheet ---- of

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1576



KEY MAP



LEGEND

- SET CAP IRON MONUMENT 57366
- FOUND IRON MONUMENT
- FOUND CAST IRON MONUMENT
- SET SCRIBED X
- SET MAG NAIL
- HANDHOLE
- TELEPHONE BOX
- SANITARY MANHOLE
- CATCH BASIN
- POWER POLE
- ELECTRIC METER
- SIGN
- GAS METER
- ELECTRIC OUTLET
- MAILBOX
- GUY WIRE
- COMMUNICATION BOX
- SPIGOT
- SCHEDULE B-II EXCEPTION

- SANITARY SEWER
- STORM SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD UTILITIES
- WATERMAIN
- FIBER OPTIC
- UNDERGROUND GAS
- UNDERGROUND TELEPHONE
- FENCE
- GRAVEL
- EDGE OF WATER
- EDGE OF TREE
- CONCRETE
- ZONE AE(WITH BASE ELEVATION)
- ZONE AE(REGULATORY FLOODWAY)
- ZONE X(0.2% ANNUAL CHANCE FLOOD HAZARD

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0 50 100 200
SCALE IN FEET

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CLIENT
PULTE HOMES OF MINNESOTA

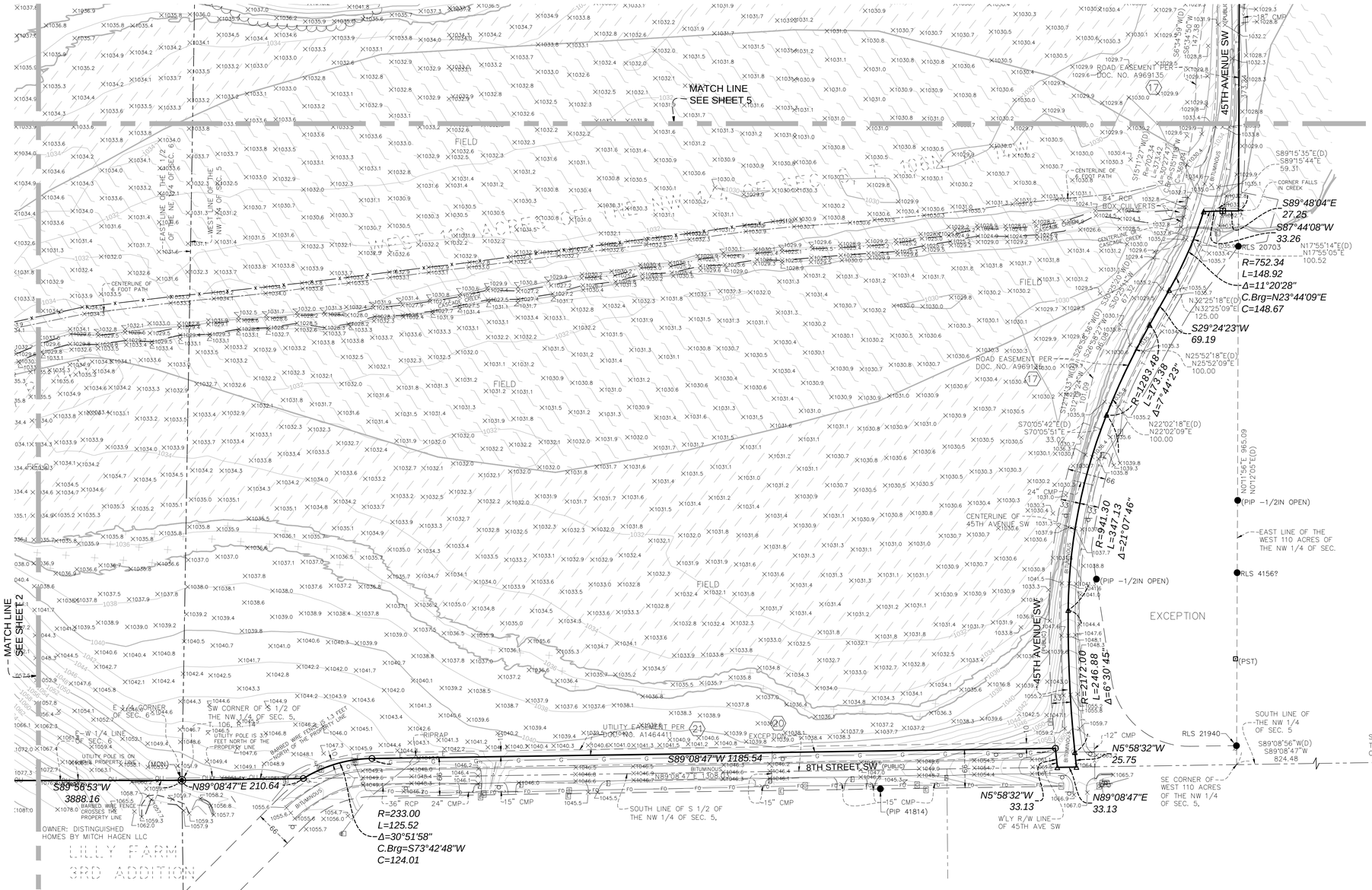
PROPERTY ADDRESS
4700 COUNTRY CLUB ROAD SW
ROCHESTER, MINNESOTA

DOCUMENT
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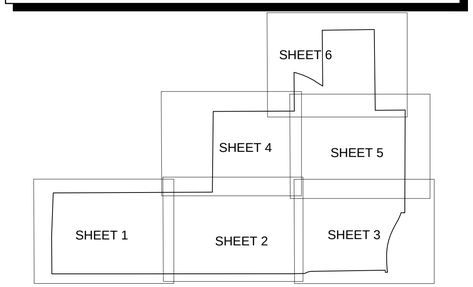
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SCALE	CHECKED BY:
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FIELD DATE:	FIELD CREW:
03/14/2025	DA;RS;LB;JE

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KEY MAP



LEGEND

- SET CAP IRON MONUMENT 57366
- FOUND IRON MONUMENT
- FOUND CAST IRON MONUMENT
- SET SCRIBED X
- SET MAG NAIL
- HANDHOLE
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- POWER POLE
- ELECTRIC METER
- SIGN
- GAS METER
- ELECTRIC OUTLET
- MAILBOX
- GUY WIRE
- COMMUNICATION BOX
- SPIGOT
- 15 SCHEDULE B-II EXCEPTION

- SANITARY SEWER
- STORM SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD UTILITIES
- WATERMAIN
- FIBER OPTIC
- UNDERGROUND GAS
- UNDERGROUND TELEPHONE
- FENCE
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PROPERTY ADDRESS
4700 COUNTRY CLUB ROAD SW
ROCHESTER, MINNESOTA

DOCUMENT
EXISTING CONDITIONS SURVEY

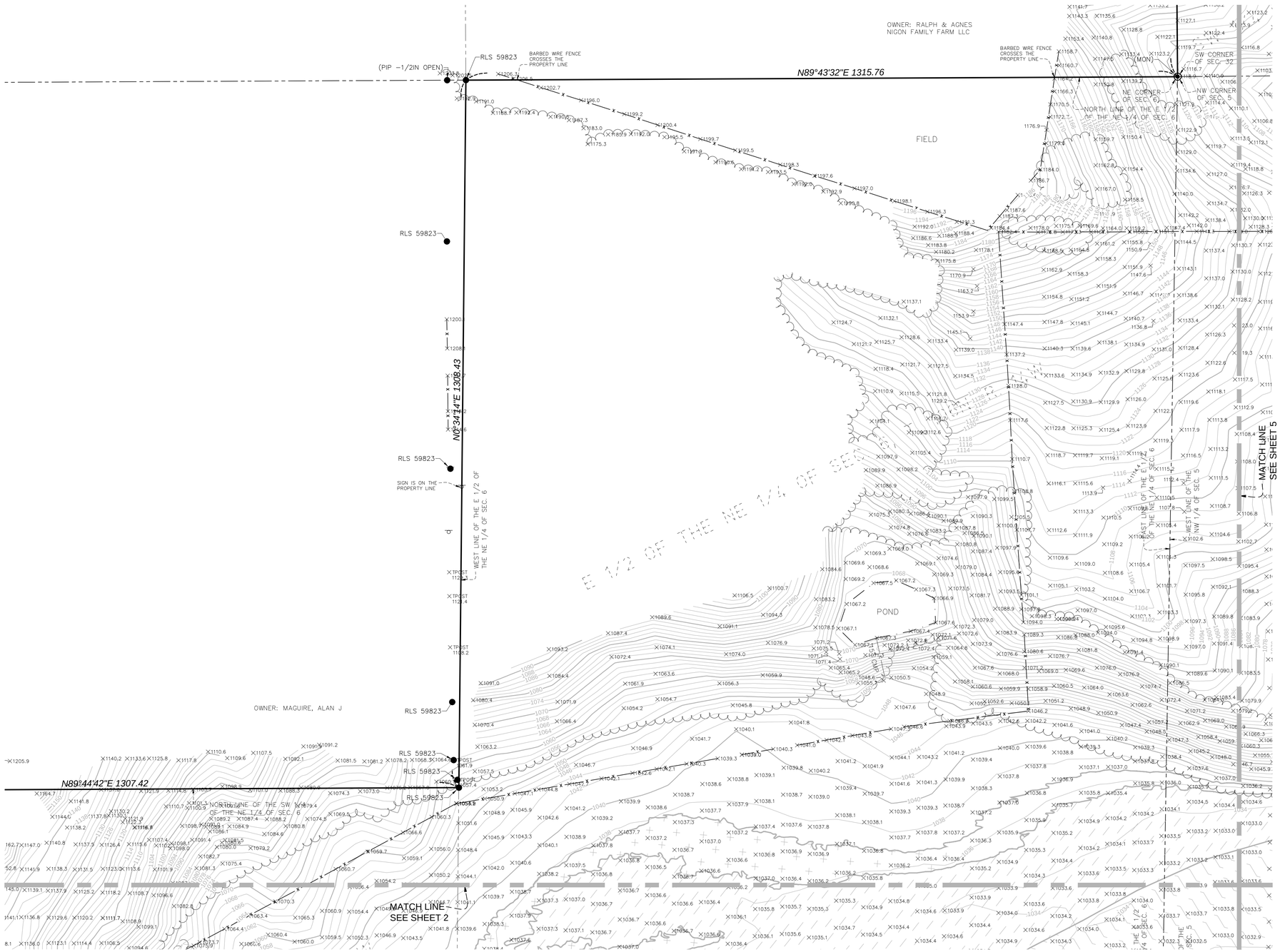
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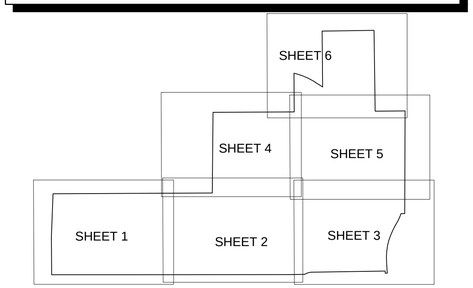
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1578



KEY MAP



LEGEND

- SET CAP IRON MONUMENT 57366
- FOUND IRON MONUMENT
- FOUND CAST IRON MONUMENT
- SET SCRIBED X
- SET MAG NAIL
- HANDHOLE
- TELEPHONE BOX
- SANITARY MANHOLE
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- ELECTRIC OUTLET
- MAILBOX
- GUY WIRE
- COMMUNICATION BOX
- SPIGOT
- 15 SCHEDULE B-II EXCEPTION
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD UTILITIES
- WATERMAIN
- FIBER OPTIC
- UNDERGROUND GAS
- UNDERGROUND TELEPHONE
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CLIENT: PULTE HOMES OF MINNESOTA

PROPERTY ADDRESS: 4700 COUNTRY CLUB ROAD SW ROCHESTER, MINNESOTA

DOCUMENT: EXISTING CONDITIONS SURVEY

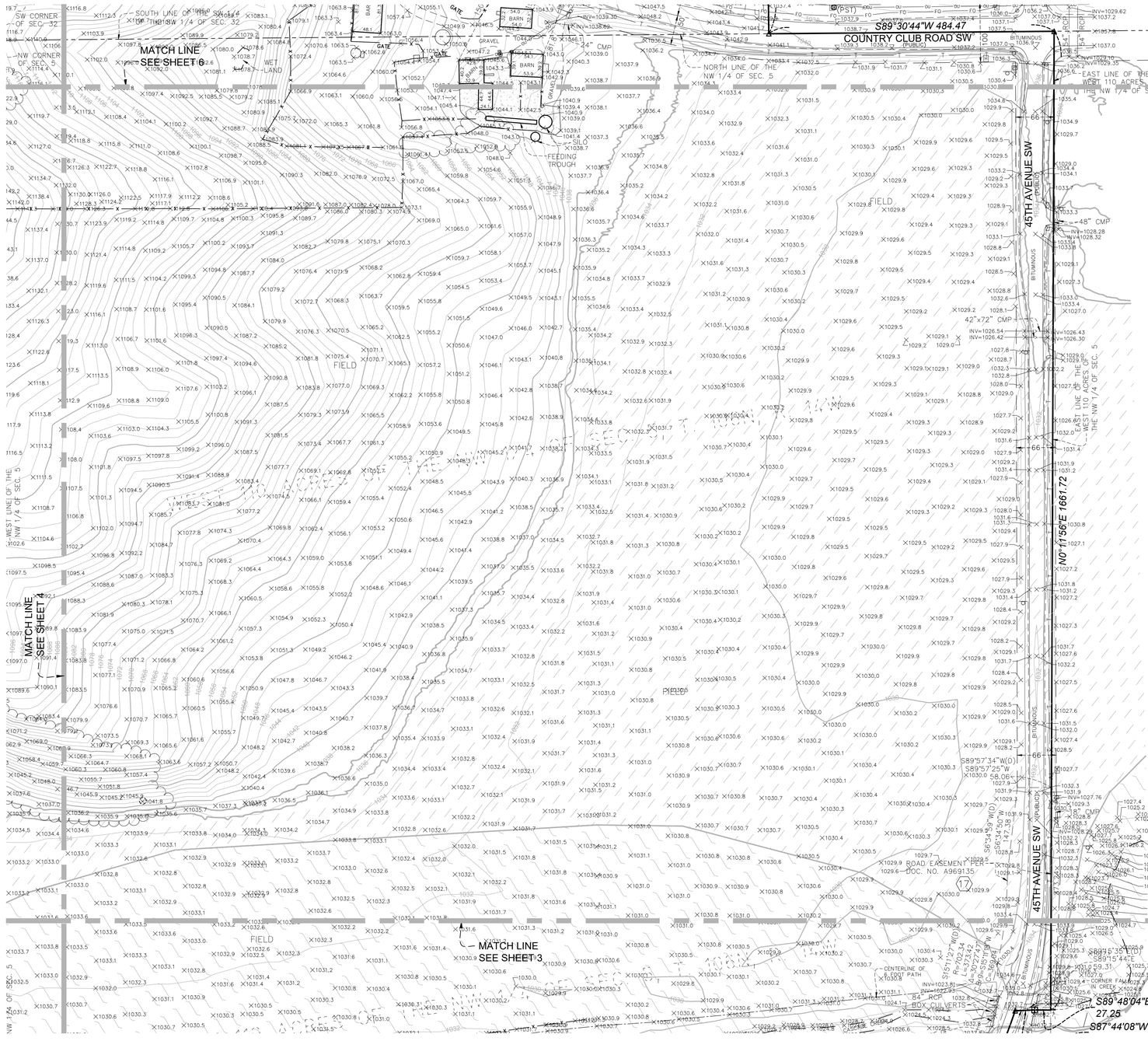
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SCALE			
1" = 100'			
FIELD DATE:			
03/14/2025			

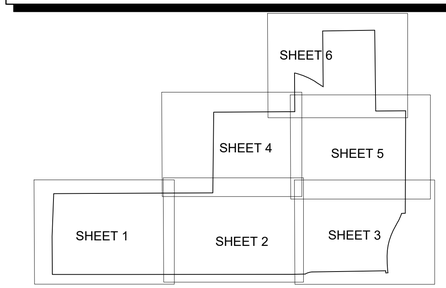
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1579



KEY MAP



LEGEND

- SET CAP IRON MONUMENT 57366
- FOUND IRON MONUMENT
- FOUND CAST IRON MONUMENT
- SET SCRIBED X
- SET MAG NAIL
- HANDHOLE
- TELEPHONE BOX
- SANITARY MANHOLE
- CATCH BASIN
- POWER POLE
- ELECTRIC METER
- SIGN
- GAS METER
- ELECTRIC OUTLET
- MAILBOX
- GUY WIRE
- COMMUNICATION BOX
- SPIGOT
- (15) SCHEDULE B-II EXCEPTION
- SANITARY SEWER
- STORM SEWER
- UNDERGROUND ELECTRIC
- OVERHEAD UTILITIES
- WATERMAIN
- FIBER OPTIC
- UNDERGROUND GAS
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SCALE IN FEET

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CLIENT
PULTE HOMES OF MINNESOTA

PROPERTY ADDRESS
4700 COUNTRY CLUB ROAD SW
ROCHESTER, MINNESOTA

DOCUMENT
EXISTING CONDITIONS SURVEY

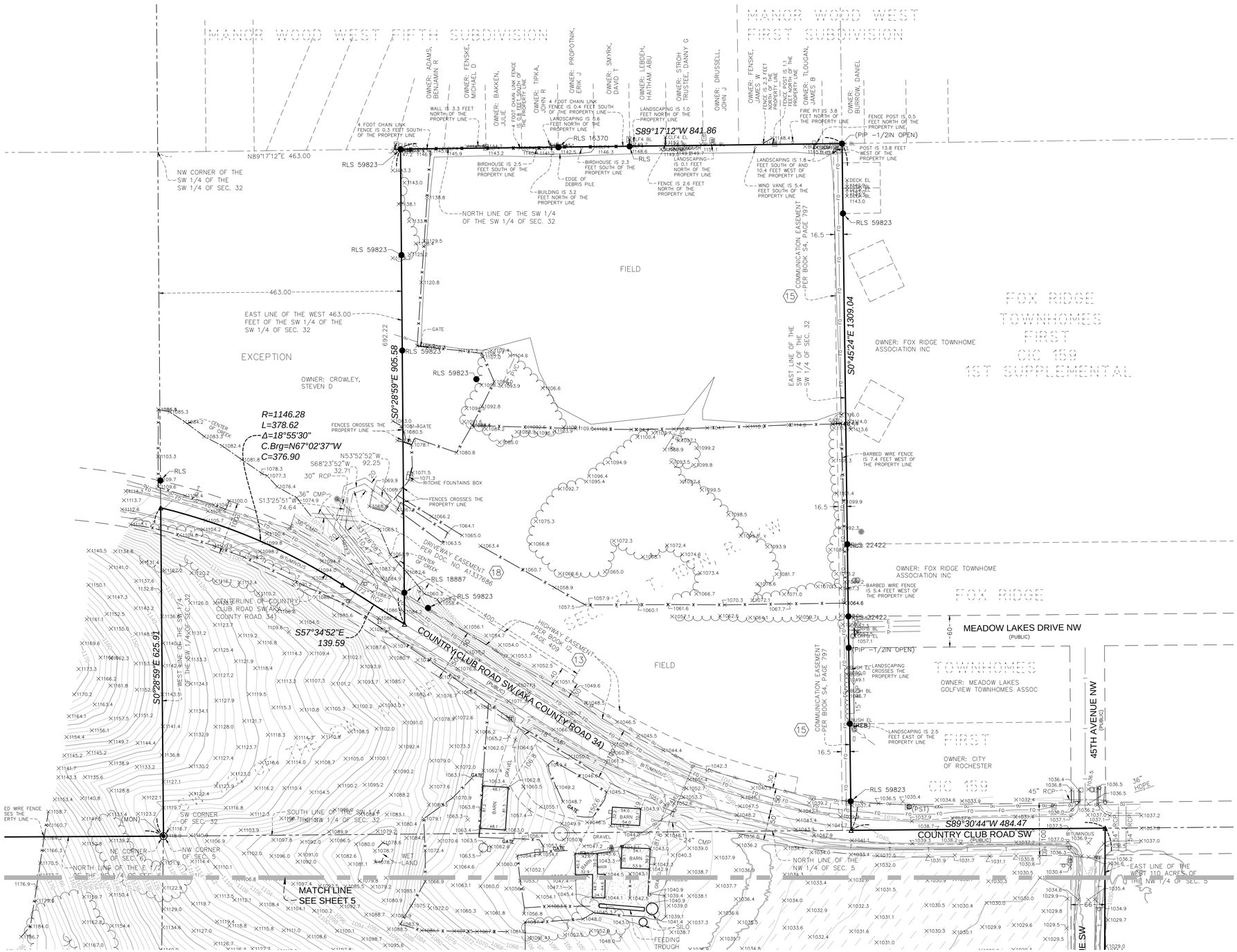
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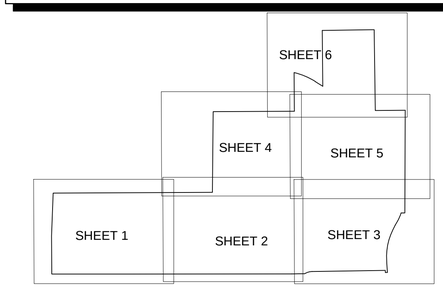
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Sheet 5 of 6

1580



KEY MAP



LEGEND

- SET CAP IRON MONUMENT 57366
- FOUND IRON MONUMENT
- FOUND CAST IRON MONUMENT
- SET SCRIBED X
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0 50 100 200
SCALE IN FEET

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CLIENT
PULTE HOMES OF MINNESOTA

PROPERTY ADDRESS
4700 COUNTRY CLUB ROAD SW
ROCHESTER, MINNESOTA

DOCUMENT
EXISTING CONDITIONS SURVEY

DATE	DESCRIPTION

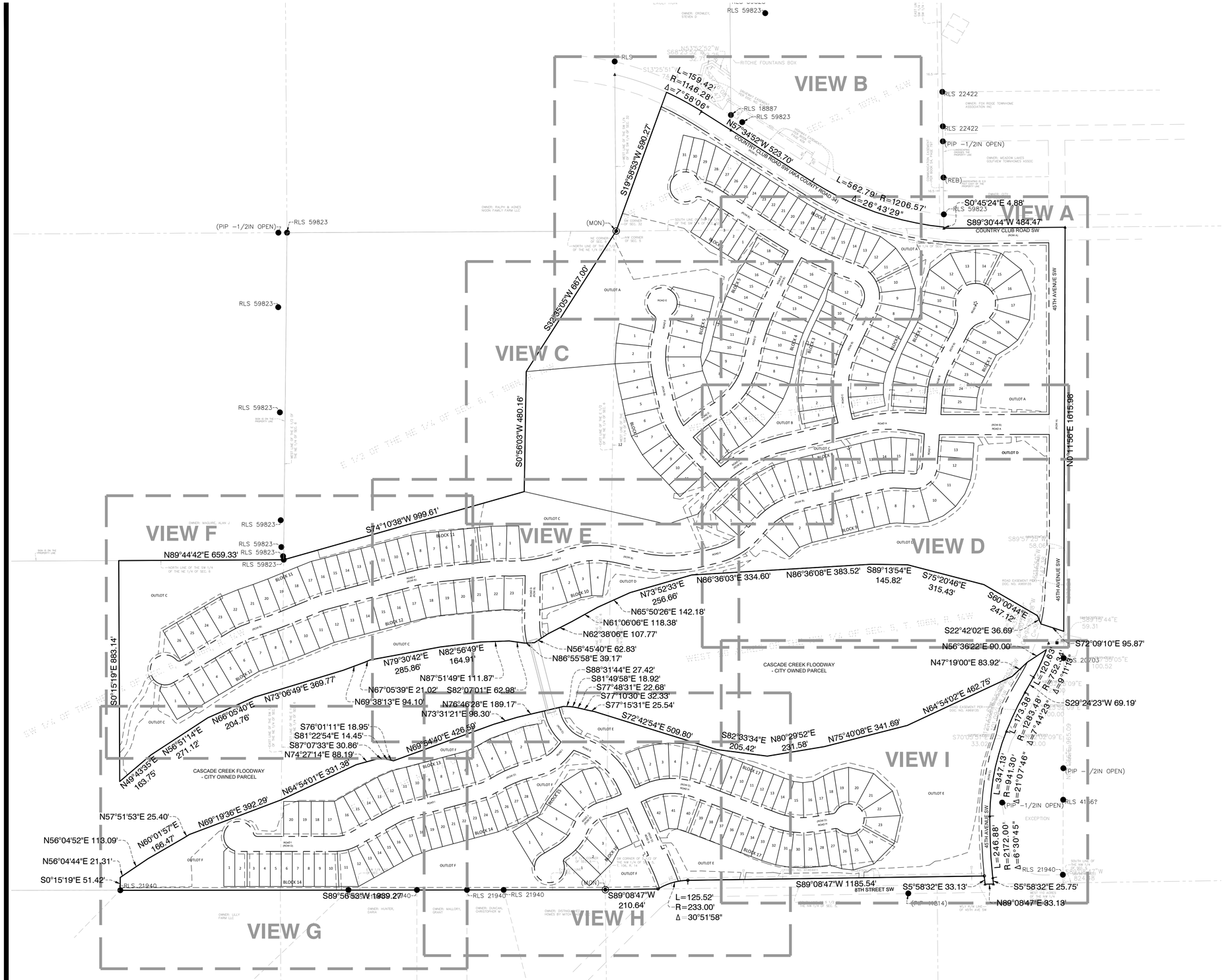
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SCALE	FIELD DATE:
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6 of 6
Sheet ---- of

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1581


VIEW A
VIEW B
VIEW C
VIEW D
VIEW E
VIEW F
VIEW G
VIEW H
VIEW I
RLS 59823
RLS 18887
RLS 22422
RLS 21940
(PIP −1/2IN OPEN)
(MON)
(REB)
L=159.42'
R=1146.28'
Δ=7°58'06"
N57°34'52"W 523.70'
COUNTRY CLUB ROAD SW (AKA COUNTY ROAD 34)
L=562.79'
R=1206.57'
Δ=26°43'29"
S0°45'24"E 4.88'
S89°30'44"W 484.47'
COUNTRY CLUB ROAD SW
S19°56'53"W 590.27'
S22°35'05"W 667.00'
S0°56'03"W 480.16'
S74°10'38"W 999.61'
N89°44'42"E 659.33'
S0°15'19"E 883.14'
N0°11'56"E 1615.98'
45TH AVENUE SW
6TH STREET SW
S89°56'53"W 1999.27'
S89°08'47"W 1185.54'
N89°08'47"E 33.13'
S5°58'32"E 33.13'
S5°58'32"E 25.75'
L=125.52'
R=233.00'
Δ=30°51'58"
N73°52'33"E 256.66'
N65°50'26"E 142.18'
N61°06'06"E 118.38'
N62°38'06"E 107.77'
N56°45'40"E 62.83'
N86°55'58"E 39.17'
N86°36'03"E 334.60'
N86°36'08"E 383.52'
S89°13'54"E 145.82'
S75°20'46"E 315.43'
S60°00'44"E 247.12'
S22°42'02"E 36.69'
N56°36'22"E 90.00'
N47°19'00"E 83.92'
S72°09'10"E 95.87'
S29°24'23"W 69.19'
N64°54'02"E 462.75'
N75°40'08"E 341.69'
N80°29'52"E 231.58'
S82°33'34"E 205.42'
S72°42'54"E 509.80'
N69°54'40"E 426.59'
N64°54'01"E 331.38'
N69°19'36"E 392.29'
N60°01'57"E 166.47'
N57°51'53"E 25.40'
N56°04'52"E 113.09'
N56°04'44"E 21.31'
S0°15'19"E 51.42'
N49°43'35"E 163.75'
N56°51'14"E 271.12'
N66°05'40"E 204.76'
N73°06'49"E 369.77'
N79°30'42"E 285.86'
N82°56'49"E 164.91'
N87°51'49"E 111.87'
N67°05'39"E 21.02'
S82°07'01"E 62.98'
N69°38'13"E 94.10'
N76°46'28"E 189.17'
N73°31'21"E 98.30'
S76°01'11"E 18.95'
S81°22'54"E 14.45'
S87°07'33"E 30.86'
N74°27'14"E 88.19'
S88°31'44"E 27.42'
S81°49'58"E 18.92'
S77°48'31"E 22.68'
S77°10'30"E 32.33'
S77°15'31"E 25.54'
L=347.13'
R=941.30'
Δ=21°07'46"
L=246.88'
R=2172.00'
Δ=6°30'45"
L=173.38'
R=1288.48'
Δ=7°44'23"
L=120.63'
R=752.57'
Δ=9°11'
CASCADE CREEK FLOODWAY - CITY OWNED PARCEL
OUTLOT A
OUTLOT B
OUTLOT C
OUTLOT D
OUTLOT E
OUTLOT F
ROAD A
ROAD B
ROAD C
ROAD D
ROAD E
ROAD F
ROAD G
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8
BLOCK 9
BLOCK 10
BLOCK 11
BLOCK 12
BLOCK 13
BLOCK 14
BLOCK 15
BLOCK 16
BLOCK 17
EXCEPTION
RITCHIE FOUNTAINS BOX
OWNER: CROWLEY, STEVEN S
OWNER: FOX RIDGE TOWNHOME ASSOCIATION INC
OWNER: MEADOW LAKES GOLFVIEW TOWNHOMES ASSOC
OWNER: RALPH & AGNES NOON FAMILY FARM LLC
OWNER: MAGUIRE, ALAN J
OWNER: LILLY FARM LLC
OWNER: HUNTER, SARA
OWNER: MALLORY, GRANT
OWNER: DUNCAN, CHRISTOPHER W
OWNER: DISTINCTIVE HOMES BY MITCH
SOUTH LINE OF THE NE 1/4 OF SEC. 5, T 106N, R 14W
WEST 1/16 CORNER OF SEC. 32, T 107N, R 14W
NORTH LINE OF THE SW 1/4 OF THE NE 1/4 OF SEC. 8
EAST LINE OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
EAST LINE OF THE SE 1/4 OF SEC. 5, T 106N, R 14W
EAST LINE OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
E 1/2 OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
SW 1/4 OF THE NW 1/4 OF SEC. 9, T 106N, R 14W
SIGN IS ON THE PROPERTY LINE
SOUTH LINE OF THE NE 1/4 OF SEC. 32, T 107N, R 14W
NE CORNER OF SEC. 8
NW CORNER OF SEC. 9
SW CORNER OF SEC. 32
NW CORNER OF SEC. 5
SOUTH LINE OF THE NW 1/4 OF SEC. 9, T 106N, R 14W
SOUTH LINE OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE SW 1/4 OF THE NW 1/4 OF SEC. 9, T 106N, R 14W
SOUTH LINE OF THE SE 1/4 OF THE NW 1/4 OF SEC. 9, T 106N, R 14W
SOUTH LINE OF THE NW 1/4 OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
WEST LINE OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
WEST LINE OF THE SE 1/4 OF SEC. 5, T 106N, R 14W
WEST LINE OF THE NW 1/4 OF SEC. 9, T 106N, R 14W
WEST LINE OF THE SW 1/4 OF SEC. 9, T 106N, R 14W
WEST LINE OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
WEST LINE OF THE SE 1/4 OF SEC. 5, T 106N, R 14W
WEST LINE OF THE NW 1/4 OF SEC. 9, T 106N, R 14W
WEST LINE OF THE SW 1/4 OF SEC. 9, T 106N, R 14W
WEST 1/16 CORNER OF SEC. 32, T 107N, R 14W
SOUTH LINE OF THE NW 1/4 OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE SW 1/4 OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE NE 1/4 OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE SE 1/4 OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE NW 1/4 OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE SW 1/4 OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
WEST LINE OF 45TH AVE SW
SOUTH LINE OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
WEST 1/16 CORNER OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE NE 1/4 OF SEC. 7, T 106N, R 14W
WEST 1/16 CORNER OF SEC. 7, T 106N, R 14W
WEST 1/16 CORNER OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE SW 1/4 OF SEC. 8, T 106N, R 14W
SOUTH LINE OF THE NE 1/4 OF SEC. 7, T 106N, R 14W
SOUTH LINE OF THE NW 1/4 OF SEC. 7, T 106N, R 14W
SOUTH LINE OF THE SW 1/4 OF SEC. 7, T 106N, R 14W
WEST LINE OF THE NE 1/4 OF SEC. 7, T 106N, R 14W
WEST LINE OF THE SE 1/4 OF SEC. 7, T 106N, R 14W
WEST LINE OF THE NW 1/4 OF SEC. 8, T 106N, R 14W
WEST LINE OF THE SW 1/4 OF SEC. 8, T 106N, R 14W
WEST LINE OF THE NE 1/4 OF SEC. 8, T 106N, R 14W
WEST LINE OF THE SE 1/4 OF SEC. 5, T 106N, R 14W
WEST LINE OF THE NW 1/4 OF SEC. 9, T 106N, R 14W
WEST LINE OF THE SW 1/4 OF SEC. 9



Nigon Property

Rochester, Minnesota

Preliminary Plat Submittal

Preliminary Plat - View A

DATE	DESCRIPTION
11-12-25	City Submittal

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Civil Engineer under the laws of the State of Minnesota.

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

Typed or Printed Name

Signature

Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

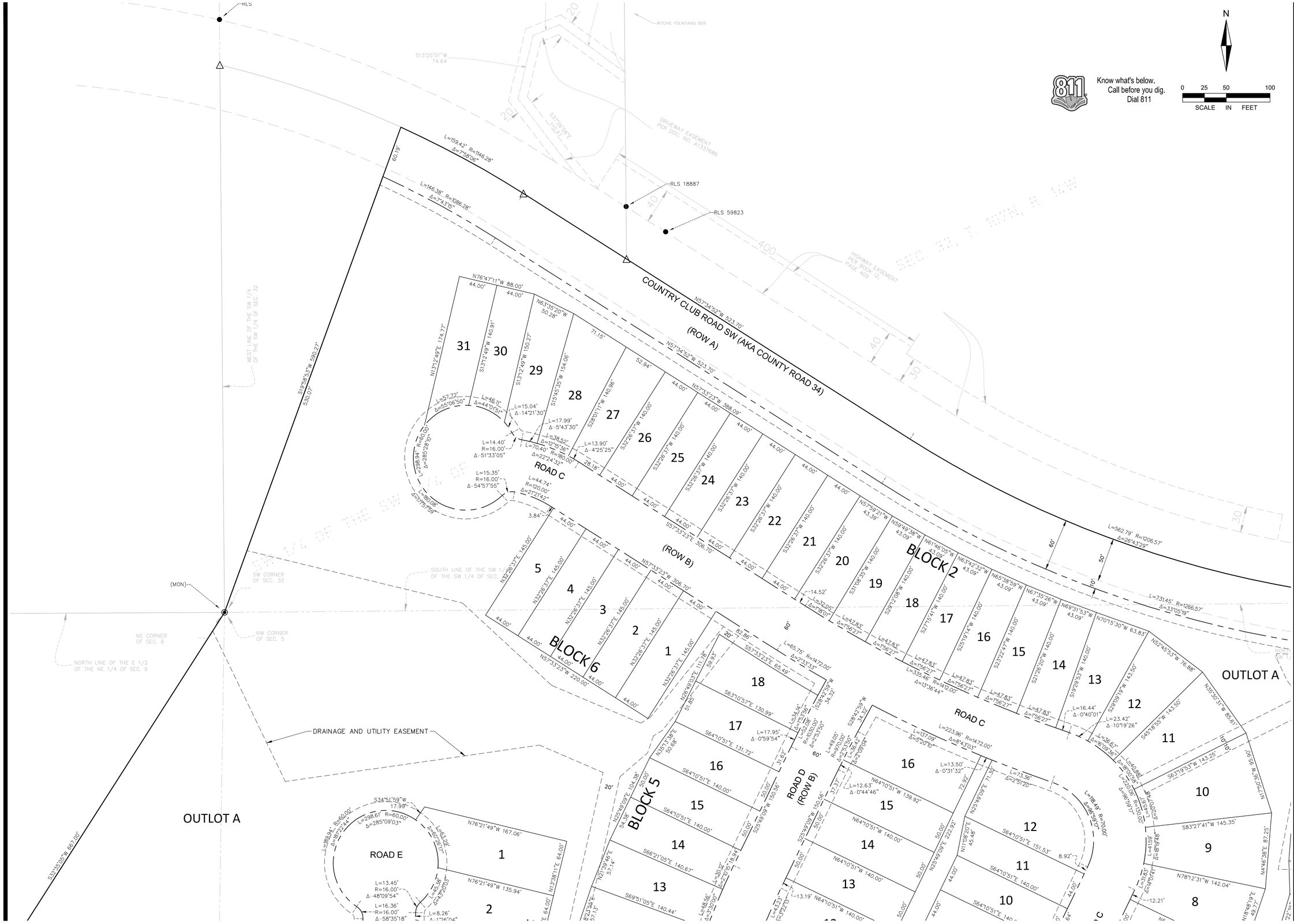
Project No.: 4000569-00

9

Sheet 9 of 100

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1583


RLS
RITCHIE FOUNTAINS BOX
S13°25'51"W 74.64
S37°20'26"E 118.47
DRIVEWAY EASEMENT PER DOC. NO. A13371686
RLS 18887
RLS 59823
HIGHWAY EASEMENT PER BOOK 82, PAGE 409
SEC. 32, T. 107N., R. 14W.
WEST LINE OF THE SW 1/4 OF THE SW 1/4 OF SEC. 32
S19°58'53"W 590.27'
530.07'
L=159.42' R=1146.28' Δ=7°58'06"
60.19'
L=146.36' R=1086.28' Δ=7°43'09"
COUNTRY CLUB ROAD SW (AKA COUNTY ROAD 34) (ROW A)
N57°34'52"W 523.70'
N57°34'52"W 523.70'
N76°47'11"W 88.00'
44.00'
44.00'
N63°35'20"W 50.28'
71.15'
52.94'
44.00'
N57°33'23"W 388.09'
N13°12'49"E 174.77'
S13°12'49"W 140.91'
S13°12'49"W 150.27'
S13°45'35"W 154.08'
S28°01'11"W 140.96'
S32°26'37"W 140.00'
S32°26'37"W 140.00'
S32°26'37"W 140.00'
S32°26'37"W 140.00'
S32°26'37"W 140.00'
S32°26'37"W 140.00'
S31°08'35"W 140.00'
S29°12'08"W 140.00'
S27°15'41"W 140.00'
S25°19'14"W 140.00'
S23°22'47"W 140.00'
S21°26'20"W 140.00'
S19°29'53"W 140.00'
S17°33'26"W 143.50'
S15°36'59"W 143.50'
S13°40'32"W 143.50'
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Know what's below.
Call before you dig.
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OUTLOT A

DRAINAGE AND UTILITY EASEMENT

ROAD E

ROAD D (ROW B)

BLOCK 5

BLOCK 7

BLOCK 4

BLOCK 3

OUTLOT B

OUTLOT C

ROAD A (ROW B)

BLOCK 8

DRAINAGE AND UTILITY EASEMENT

S84°53'53"W 357.02'

S27°55'05"W 687.00'

S0°56'03"W 480.16'

S77°08'26"E 586.00'

EAST LINE OF THE E 1/2 OF THE NE 1/4 OF SEC. 6

WEST LINE OF THE NW 1/4 OF SEC. 5

12

WESTERLY LINE OF THE NW 1/4 OF SEC. 5, T107N, R14W

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Nigon Property

Rochester, Minnesota

Preliminary Plat Submittal

Preliminary Plat - View C

DESCRIPTION	DATE
City Submittal	11-12-25

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Civil Engineer under the laws of the State of Minnesota.

Typed or Printed Name

Signature

Date License no.

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

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Sheet 11 of 100

File Location: X:\4000569-00\00140 Design\00 Sheets - Preliminary\PRELIMINARY PLAT.dwg Plotted By: Dylan Boecker on Nov 12, 2025 at 3:43:39 PM

1585

OUTLOT B

OUTLOT C

OUTLOT D

DRAINAGE AND UTILITY EASEMENT

OUTLOT A

DRAINAGE AND UTILITY EASEMENT

OUTLOT D

DRAINAGE AND UTILITY EASEMENT

ROAD A (ROW B)

ROAD A

ROAD C

ROAD D (ROW B)

ROAD E

ROAD F

(ROW B)

(ROW A)

BLOCK 8

BLOCK 9

CASCADE CREEK FLOODWAY
- CITY OWNED PARCEL

45TH AVENUE SW

CREEK CROSSING LOCATION

ROAD EASEMENT PER DOC. NO. A9691J5

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SCALE IN FEET 0 25 50 100

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Preliminary Plat Submittal

Preliminary Plat - View D

DATE	DESCRIPTION
11-12-25	City Submittal

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PRELIMINARY
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Typed or Printed Name

Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

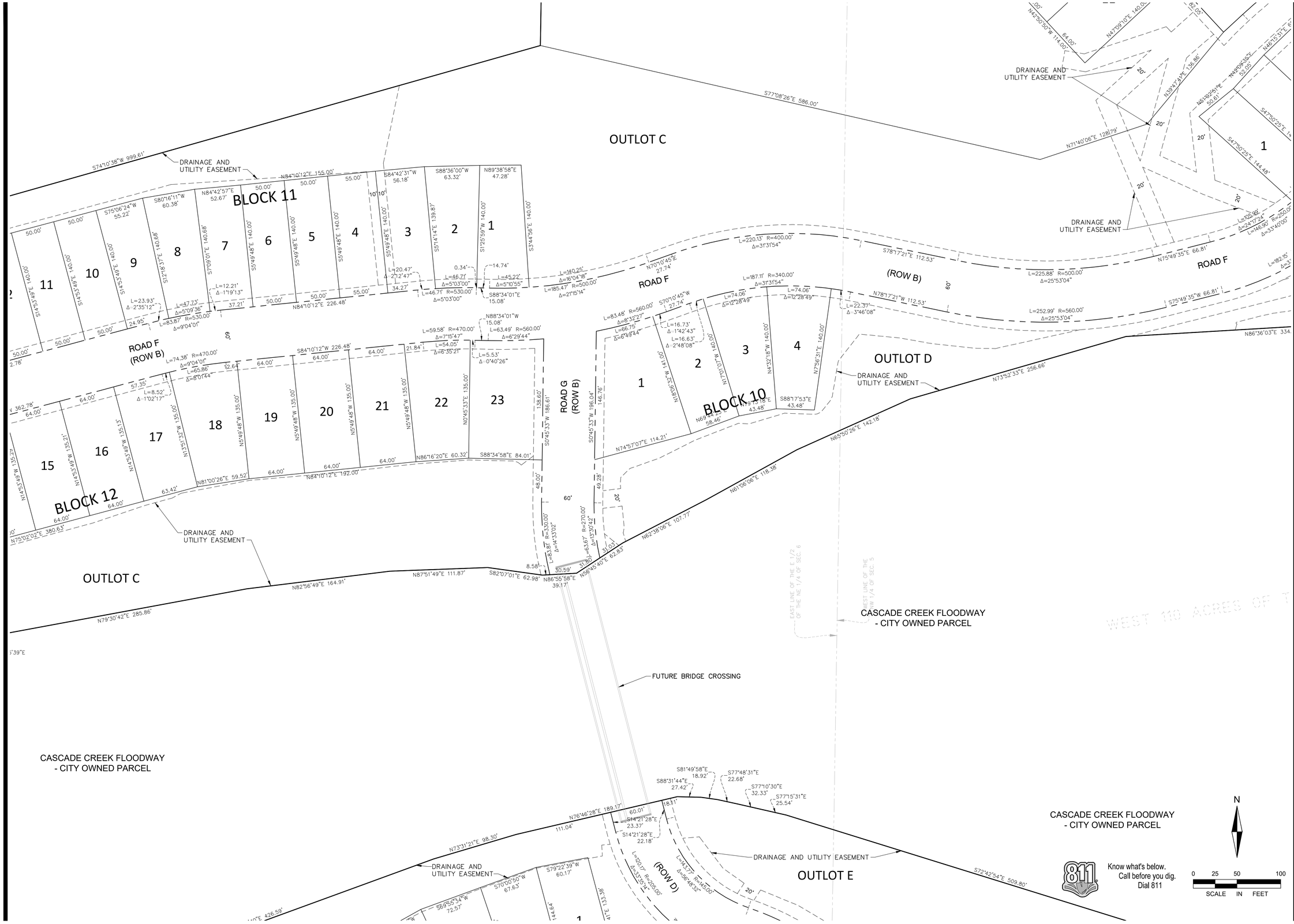
Project No.: 4000569-00

12

Sheet 12 of 100

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1586



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Preliminary Plat - View E

DESCRIPTION	DATE
City Submittal	11-12-25

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Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

13

Sheet 13 of 100

File Location: X:\4000569\50\01\40 Design\00 Sheets - Preliminary\PRELIMINARY PLAT.dwg Plotted By: Dylan Boeckel on Nov 12, 2025 at 3:43:49 PM

N

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0 25 50 100
SCALE IN FEET

OWNER: MAGUIRE, ALAN J

RLS 59823
RLS 59823
RLS 59823
RLS 59823

N89°44'42"E 659.33'

NORTH LINE OF THE SW 1/4 OF THE NE 1/4 OF SEC. 6

S0°15'19"E 883.14'

S74°10'38"W 999.61'

DRAINAGE AND UTILITY EASEMENT

N84°10'12"E 155.00'

N75°06'11"E 300.00'

BLOCK 11

9	8	7	6	5	4	3	2	1			

N84°10'12"E 226.48'

ROAD F (ROW B)

S84°10'12"W 226.48'

N75°06'11"E 362.78'

BLOCK 11

22	21	20	19	18	17	16	15	14	13	12	11

OUTLOT C

S75°06'11"W 362.78'

BLOCK 12

20	19	18	17	16	15	14	13	12	11	10	9

N84°10'12"E 192.00'

DRAINAGE AND UTILITY EASEMENT

N75°02'02"E 380.63'

OUTLOT C

N82°56'49"E 164.91'

N79°30'42"E 285.86'

N69°58'13"E 94.10'

N67°05'39"E 21.02'

N73°06'49"E 369.77'

N59°32'07"E 380.41'

N66°05'40"E 204.76'

N56°51'14"E 271.12'

BLOCK 12

26	25	24	23	22	21	20	19	18	17	16	15

ROAD F

PRIVATE DRIVE EASEMENT

DRAINAGE AND UTILITY EASEMENT

OUTLOT C

CASCADE CREEK FLOODWAY
- CITY OWNED PARCEL

OUTLOT F

N69°54'40"E 426.59'

EAST LINE OF THE SW 1/4 OF THE NE 1/4 OF SEC. 6

WEST LINE OF THE E 1/2 OF THE NE 1/4 OF SEC. 6

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Preliminary Plat Submittal
Preliminary Plat - View F

DATE	DESCRIPTION
11-12-25	City Submittal

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NOT FOR CONSTRUCTION

Typed or Printed Name of Signer

Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

14

Sheet 14 of 100

File Location: X:\4000569-00\001\40 Design\03 Sheets - Preliminary\PRELIMINARY PLAT.dwg Plotted By: Dylan Boeckman on Nov 12, 2025 at 3:43:54 PM

OUTLOT C

DRAINAGE AND UTILITY EASEMENT

N56°51'14"E 271.12'

N49°43'35"E 163.75'

N66°05'40"E 204.1'

64.00'

N 135.00'

CASCADE CREEK FLOODWAY
- CITY OWNED PARCEL

EAST LINE OF THE SW 1/4 OF THE NE 1/4 OF SEC. 6

WEST LINE OF THE E 1/2 OF THE NE 1/4 OF SEC. 6

OUTLOT F

N69°54'40"E 426.59'

S81°22'54"E 14.45'

S87°07'33"E 30.86'

S76°01'11"E 18.95'

N74°27'14"E 88.19'

N64°54'01"E 331.18'

DRAINAGE AND UTILITY EASEMENT

BLOCK 13

S75°06'11"W 307.52'

S75°06'11"W 279.43'

ROAD I

S60°35'57"W 192.53'

S60°35'57"W 180.56'

S66°56'29"W 66.31'

N89°59'18"W 202.34'

N89°59'18"W 313.16'

S89°59'18"E 386.64'

S89°59'18"E 538.77'

N69°19'36"E 392.29'

R=60.00'

L=223.67'

Δ=213°32'05"

R=15.00'

Δ=78°27'47"

L=30.82'

Δ=28°28'01"

N57°51'53"E 28.40'

N60°01'57"E 166.47'

N56°04'52"E 113.09'

N56°04'44"E 21.31'

S01°15'19"E 51.42'

N44°56'24"E 25.00'

RLS 21940

DRAINAGE AND UTILITY EASEMENT

UTILITY EASEMENT

UTILITY EASEMENT

S89°56'53"W 1939.27'

RLS 21940

RLS 21940

OUTLOT F

OUTLOT F

1/4 LINE OF SEC. 6

S60°49'56"W 249.22'

S70°46'22"W 80.16'

OWNER: LILLY FARM LLC

OWNER: HUNTER, DARIA

OWNER: MALLORY, GRANT

| | | |



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Preliminary Plat Submittal
Preliminary Plat - View H

DATE	DESCRIPTION
11-12-25	City Submittal

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Typed or Printed Name

Signature

Date License no.

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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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Sheet 16 of 100

File Location: X:\4000569-000\01-40\Design\00 Sheets - Preliminary\PRELIMINARY PLAT.dwg Plotted By: Dylan Boucher on Nov 12, 2025 at 3:44:04 PM

S OF THE NW 1/4 OF SEC. 5, T

N

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0 25 50 100
SCALE IN FEET

CASCADE CREEK FLOODWAY
- CITY OWNED PARCEL

CREEK CROSSING LOCATION

RLS 20703

N56°36'22"E 80.00'

N47°19'00"E 83.92'

L=331.26' R=974.30'
Δ=19°29'33"

L=947.13' R=941.30'
Δ=2°52'46"

L=820.65' R=752.34'
Δ=9°21'13"

N32°25'18"E(D)
N32°25'09"E
125.00

S30°25'11"W 67.32'

L=53.77' R=702.34'
Δ=4°23'12"

S26°58'36"W(D)
S26°58'27"W 96.08'

50.93'

S29°24'23"W 69.19'

N25°52'18"E(D)
N25°52'09"E
100.00

L=173.58' R=280.48'
Δ=37°44'23"

S12°14'33"W(D)
S12°14'24"W 101.26'

S70°05'42"E(D)
S70°05'51"E
33.02'

N22°02'18"E(D)
N22°02'09"E
100.00

(PIP -1/2IN OPEN)

RLS 4156?

(PIP -1/2IN OPEN)

N01°12'05"E(D)

N01°11'56"E 965.09

N64°54'02"E 462.75'

ROAD EASEMENT PER
DOC. NO. A969135

N75°40'08"E 341.69'

S82°33'34"E 205.42'

N80°29'52"E 231.58'

N69°11'46"W 309.39'

BLOCK 17

9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 7

S20°48'37"W 139.98'
S20°48'37"W 139.99'
S20°48'37"W 140.00'
S14°52'12"W 140.00'
S1°26'59"E 140.00'
S8°37'10"E 140.00'
S8°37'10"E 154.84'
S8°37'10"E 147.86'
S0°44'05"E 146.00'
S3°17'24"W 146.00'
S57°18'52"W 146.00'
N18°10'23"W 103.24'
S86°20'21"W 146.00'
N12°33'51"E 115.12'
N61°12'38"W 146.00'
N28°45'37"W 146.00'
N8°37'10"W 146.27'
N8°37'10"W 163.41'
N8°37'10"W 141.70'
N8°22'16"W 141.00'
N1°15'54"W 141.00'
N5°00'28"E 141.00'
N12°56'49"E 141.00'
N20°03'11"E 140.04'
N20°48'37"E 140.00'
N20°48'37"E 140.00'
N20°48'37"E 140.00'
N20°48'37"E 140.00'
N20°48'37"E 140.00'
N20°48'37"E 140.00'

N69°11'23"W 331.66'
S69°11'23"E 331.66'
S69°11'23"E 314.52'

44.00'
41.41'
39.31'
45.52'

N83°17'23"W 36.90'
S82°48'20"W 40.88'
S62°44'27"W 46.44'
S64°17'01"W 46.03'
S76°01'54"W 60.90'
N76°13'21"W 103.24'

L=27.99'
Δ=5°56'24"
27.95'

L=76.90'
Δ=16°19'11"
L=138.68'
R=270.00'
Δ=29°25'47"

L=33.79'
Δ=7°10'12"
24.64'

S81°22'50"W 84.52'

L=169.50' R=330.00'
Δ=29°25'47"

L=4.36'
Δ=0°45'26"

L=40.93'
Δ=7°06'22"

L=40.93'
Δ=7°06'22"

L=40.93'
Δ=7°06'22"

L=1.43'
Δ=0°14'54"

L=1.95'
Δ=6°58'30"

L=12.78'
Δ=45°46'38"

L=14.73'
R=16.00'
Δ=52°45'08"

L=42.46'
Δ=40°32'37"

L=210.64'
Δ=40°05'34"

L=30.39'
Δ=29°01'28"

L=30.39'
Δ=29°01'28"

L=298.96' R=400.00'
Δ=42°49'27"

L=33.98'
Δ=32°29'01"

L=40.54'
Δ=39°42'48"

L=35.79'
Δ=34°10'48"

L=14.73'
R=16.00'
Δ=52°45'08"

N81°22'50"E 84.52'
42.06'
42.46'

(ROW D)
ROAD H

(ROW C)
45TH AVENUE SW

L=240.92' R=2213.57'
Δ=6°57'51"

L=246.88' R=2172.00'
Δ=6°30'45"

33'

EXCEPTION

OUTLOT E

DRAINAGE AND UTILITY EASEMENT

DRAINAGE AND UTILITY EASEMENT

20'
20'

S89°08'47"W 1185.54'

8TH STREET SW

99

S5°58'32"E
33.13'

S5°58'32"E
25.75'

N89°08'47"E
33.13'

RLS 21940

SOUTH LINE OF
THE NW 1/4
OF SEC. 5

S89°08'56

S89°08'47"
824.48

SE CORNER OF
WEST 110 ACRES
OF THE NW 1/4
OF SEC. 5,

SOUTH LINE OF S 1/2 OF

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Preliminary Plat Submittal

Preliminary Plat - View I

DESCRIPTION	DATE
City Submittal	11-12-25

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Signature

Typed or Printed Name

Date License no.

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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

17

Sheet 17 of 100

File Location: X:\4000569\50\50140 Design\90 Sheets - Preliminary\PRELIMINARY PLAT.dwg Plotted By: Dylan Boeckel on Nov 12, 2025 at 3:44:09 PM

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B1-L1	6,178	0.14
B1-L2	6,746	0.15
B1-L3	6,957	0.16
B1-L4	6,957	0.16
B1-L5	6,654	0.15
B1-L6	6,166	0.14
B1-L7	6,160	0.14
B1-L8	6,353	0.15
B1-L9	8,440	0.19
B1-L10	6,308	0.14
B1-L11	8,861	0.20
B1-L12	10,044	0.23
B1-L13	9,421	0.22
B1-L14	9,808	0.23
B1-L15	10,044	0.23
B1-L16	10,143	0.23
B1-L17	10,041	0.23
B1-L18	9,393	0.22
B1-L19	9,080	0.21
B1-L20	7,717	0.18
B1-L21	7,000	0.16
B1-L22	7,000	0.16
B1-L23	7,542	0.17
B1-L24	8,829	0.20
B1-L25	7,032	0.16
B2-L1	7,929	0.18
B2-L2	8,121	0.19
B2-L3	8,121	0.19
B2-L4	7,847	0.18
B2-L5	7,000	0.16
B2-L6	7,000	0.16
B2-L7	7,000	0.16
B2-L8	8,593	0.20
B2-L9	9,075	0.21
B2-L10	9,978	0.23
B2-L11	8,900	0.20
B2-L12	8,026	0.18
B2-L13	7,277	0.17
B2-L14	6,369	0.15
B2-L15	6,369	0.15
B2-L16	6,369	0.15
B2-L17	6,369	0.15
B2-L18	6,369	0.15
B2-L19	6,369	0.15
B2-L20	6,301	0.14
B2-L21	6,160	0.14
B2-L22	6,160	0.14
B2-L23	6,160	0.14
B2-L24	6,160	0.14
B2-L25	6,160	0.14
B2-L26	6,160	0.14
B2-L27	6,656	0.15
B2-L28	7,917	0.18
B2-L29	7,149	0.16
B2-L30	6,274	0.14
B2-L31	6,690	0.15
B3-L1	6,558	0.15
B3-L2	6,782	0.16
B3-L3	6,782	0.16
B3-L4	6,782	0.16

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B3-L5	6,782	0.16
B3-L6	6,782	0.16
B3-L7	6,763	0.16
B3-L8	6,300	0.14
B3-L9	6,160	0.14
B3-L10	6,160	0.14
B3-L11	6,414	0.15
B3-L12	10,586	0.24
B4-L1	9,942	0.23
B4-L2	7,377	0.17
B4-L3	7,902	0.18
B4-L4	7,902	0.18
B4-L5	7,902	0.18
B4-L6	7,902	0.18
B4-L7	7,902	0.18
B4-L8	7,838	0.18
B4-L9	7,275	0.17
B4-L10	7,453	0.17
B4-L11	7,453	0.17
B4-L12	7,335	0.17
B4-L13	7,000	0.16
B4-L14	7,000	0.16
B4-L15	7,000	0.16
B4-L16	9,810	0.23
B5-L1	9,832	0.23
B5-L2	9,048	0.21
B5-L3	9,111	0.21
B5-L4	10,204	0.23
B5-L5	10,071	0.23
B5-L6	10,379	0.24
B5-L7	14,216	0.33
B5-L8	13,113	0.30
B5-L9	8,811	0.20
B5-L10	7,406	0.17
B5-L11	7,406	0.17
B5-L12	7,406	0.17
B5-L13	7,413	0.17
B5-L14	7,247	0.17
B5-L15	7,000	0.16
B5-L16	6,793	0.16
B5-L17	6,657	0.15
B5-L18	7,055	0.16
B6-L1	6,380	0.15
B6-L2	6,380	0.15
B6-L3	6,380	0.15
B6-L4	6,380	0.15
B6-L5	6,380	0.15
B7-L1	9,854	0.23
B7-L2	9,992	0.23
B7-L3	9,992	0.23
B7-L4	9,037	0.21
B7-L5	9,019	0.21
B7-L6	10,273	0.24
B7-L7	10,273	0.24
B7-L8	7,919	0.18
B7-L9	6,190	0.14
B7-L10	7,000	0.16
B7-L11	8,960	0.21
B7-L12	277,578	6.37
B8-L1	7,150	0.16

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B8-L2	7,113	0.16
B8-L3	7,879	0.18
B8-L4	7,914	0.18
B8-L5	7,914	0.18
B8-L6	7,879	0.18
B8-L7	7,116	0.16
B8-L8	7,000	0.16
B8-L9	7,000	0.16
B8-L10	7,000	0.16
B8-L11	7,000	0.16
B8-L12	7,000	0.16
B8-L13	7,250	0.17
B8-L14	8,045	0.18
B8-L15	7,728	0.18
B8-L16	6,983	0.16
B9-L1	10,572	0.24
B9-L2	10,945	0.25
B9-L3	8,960	0.21
B9-L4	8,960	0.21
B9-L5	8,960	0.21
B9-L6	8,960	0.21
B9-L7	8,960	0.21
B9-L8	10,745	0.25
B9-L9	11,098	0.25
B9-L10	11,880	0.27
B9-L11	11,880	0.27
B9-L12	10,114	0.23
B9-L13	8,960	0.21
B10-L1	12,714	0.29
B10-L2	8,396	0.19
B10-L3	8,268	0.19
B10-L4	8,268	0.19
B11-L3	7,753	0.18
B11-L4	7,700	0.18
B11-L5	7,000	0.16
B11-L6	7,000	0.16
B11-L7	7,159	0.16
B11-L8	7,579	0.17
B11-L9	7,292	0.17
B11-L10	7,000	0.16
B11-L11	7,000	0.16
B11-L12	7,000	0.16
B11-L13	7,000	0.16
B11-L14	7,000	0.16
B11-L15	7,000	0.16
B11-L16	7,266	0.17
B11-L17	7,626	0.18
B11-L18	8,960	0.21
B11-L19	9,025	0.21
B11-L20	9,130	0.21
B11-L21	9,007	0.21
B11-L22	9,807	0.23
B11-L23	9,366	0.22
B11-L24	8,960	0.21
B11-L25	8,960	0.21
B11-L26	8,960	0.21
B12-L1	9,031	0.21
B12-L2	8,653	0.20
B12-L3	8,662	0.20
B12-L4	8,671	0.20

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B12-L5	8,679	0.20
B12-L6	9,202	0.21
B12-L7	9,079	0.21
B12-L8	8,741	0.20
B12-L9	8,807	0.20
B12-L10	8,645	0.20
B12-L11	8,841	0.20
B12-L12	9,088	0.21
B12-L13	8,666	0.20
B12-L14	8,661	0.20
B12-L15	8,656	0.20
B12-L16	8,651	0.20
B12-L17	8,733	0.20
B12-L18	9,367	0.22
B12-L19	8,640	0.20
B12-L20	8,640	0.20
B12-L21	8,640	0.20
B12-L22	9,236	0.21
B12-L23	11,418	0.26
B13-L1	8,438	0.19
B13-L2	8,936	0.21
B13-L3	9,111	0.21
B13-L4	8,579	0.20
B13-L5	7,912	0.18
B13-L6	7,000	0.16
B13-L7	7,000	0.16
B13-L8	7,000	0.16
B13-L9	7,000	0.16
B13-L10	7,000	0.16
B13-L11	7,421	0.17
B13-L12	7,892	0.18
B13-L13	7,302	0.17
B13-L14	7,000	0.16
B13-L15	7,000	0.16
B13-L16	8,516	0.20
B13-L17	8,364	0.19
B13-L18	7,000	0.16
B13-L19	7,000	0.16
B13-L20	8,400	0.19
B14-L1	6,532	0.15
B14-L2	6,872	0.16
B14-L3	6,860	0.16
B14-L4	6,160	0.14
B14-L5	6,160	0.14
B14-L6	6,160	0.14
B14-L7	6,160	0.14
B14-L8	6,160	0.14
B14-L9	6,160	0.14
B14-L10	7,118	0.16
B14-L11	8,773	0.20
B14-L12	8,039	0.18
B14-L13	6,475	0.15
B14-L14	6,360	0.15
B14-L15	6,368	0.15
B14-L16	6,376	0.15
B14-L17	7,913	0.18
B14-L18	6,585	0.15
B14-L19	6,380	0.15
B14-L20	6,380	0.15
B14-L21	6,380	0.15

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
B14-L22	6,380	0.15
B14-L23	6,380	0.15
B14-L24	6,972	0.16
B14-L25	6,415	0.15
B14-L26	6,616	0.15
B14-L27	6,690	0.15
B14-L28	6,488	0.15
B15-L1	9,360	0.21
B15-L2	11,719	0.27
B15-L3	9,052	0.21
B15-L4	10,920	0.25
B15-L5	10,971	0.25
B15-L6	8,989	0.21
B16-L1	9,153	0.21
B16-L2	9,171	0.21
B16-L3	11,133	0.26
B16-L4	10,055	0.23
B17-L1	6,793	0.16
B17-L2	7,097	0.16
B17-L3	7,097	0.16
B17-L4	7,056	0.16
B17-L5	6,974	0.16
B17-L6	6,942	0.16
B17-L7	6,235	0.14
B17-L8	6,159	0.14
B17-L9	6,159	0.14
B17-L10	6,159	0.14
B17-L11	6,159	0.14
B17-L12	6,160	0.14
B17-L13	6,160	0.14
B17-L14	6,827	0.16
B17-L15	8,008	0.18
B17-L16	6,968	0.16
B17-L17	6,487	0.15
B17-L18	6,867	0.16
B17-L19	7,226	0.17
B17-L20	9,383	0.22
B17-L21	9,383	0.22
B17-L22	9,383	0.22
B17-L23	10,365	0.24
B17-L24	10,365	0.24
B17-L25	8,650	0.20
B17-L26	6,748	0.15
B17-L27	6,715	0.15
B17-L28	6,247	0.14
B17-L29	6,968	0.16
B17-L30	6,968	0.16
B17-L31	6,968	0.16
B17-L32	6,940	0.16
B17-L33	6,243	0.14
B17-L34	6,160	0.14
B17-L35	6,160	0.14
B17-L36	6,160	0.14
B17-L37	6,160	0.14
B17-L38	6,160	0.14
B17-L39	6,860	0.16
B17-L40	7,942	0.18
B17-L41	8,478	0.19
B17-L42	7,853	0.18
OUTLOT A	523,041	12.01

PARCEL AREA TABLE		
PARCEL	AREA SF	AREA AC
OUTLOT B	41,264	0.95
OUTLOT C	610,939	14.03
OUTLOT D	403,787	9.27
OUTLOT E	468,403	10.75
OUTLOT F	358,226	8.22
ROW A	203,941	4.68
ROW B	564,930	12.97
ROW C	36,670	0.84
ROW D	241,679	5.55

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Preliminary Plat Parcel Area Table

DESCRIPTION	DATE
City Submittal	11-12-25

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Signature

Typed or Printed Name

Date License no.

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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

18

Sheet 18 of 100

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LEGEND:

- PROPERTY LINE
- LOT LINE
- ROW
- PHASE 1 : 87 UNITS + 1 CLUBHOUSE
- PHASE 2 : 93 UNITS
- PHASE 3 : 100 UNITS

NOTE:

1. MASS GRADING SHALL OCCUR IN TWO PHASES. PHASE 1 MASS GRADING WILL BE ALL AREA NORTH OF THE CREEK. PHASE 2 MASS GRADING WILL BE EVERYTHING SOUTH OF THE CREEK.

N

0 100 200 400

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Phasing Plan

DESCRIPTION	DATE
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Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

19

Sheet 19 of 100

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1593

DENSITY CALCULATIONS:

INCLUDED PROPERTY (PER COUNTY GIS):

PARID: 640611084153,743233081149 (PART.)
640522041608

PRELIMINARY PLAT AREA:	
NORTH PARCEL:	97.35 AC
SOUTH PARCEL:	42.39 AC
TOTAL GROSS AREA:	139.74 AC

PERIMETER ROADWAY ROW DEDICATIONS:	
EXISTING COUNTY ROAD 34:	2.01 AC
PROPOSED 10' CR 34 ROW WIDENING:	0.39 AC
EXISTING 45TH AVE (N OF FLOODWAY):	2.29 AC
EXISTING 45TH AVE (S OF FLOODWAY):	0.84 AC
TOTAL ROW DEDICATION:	5.53 AC

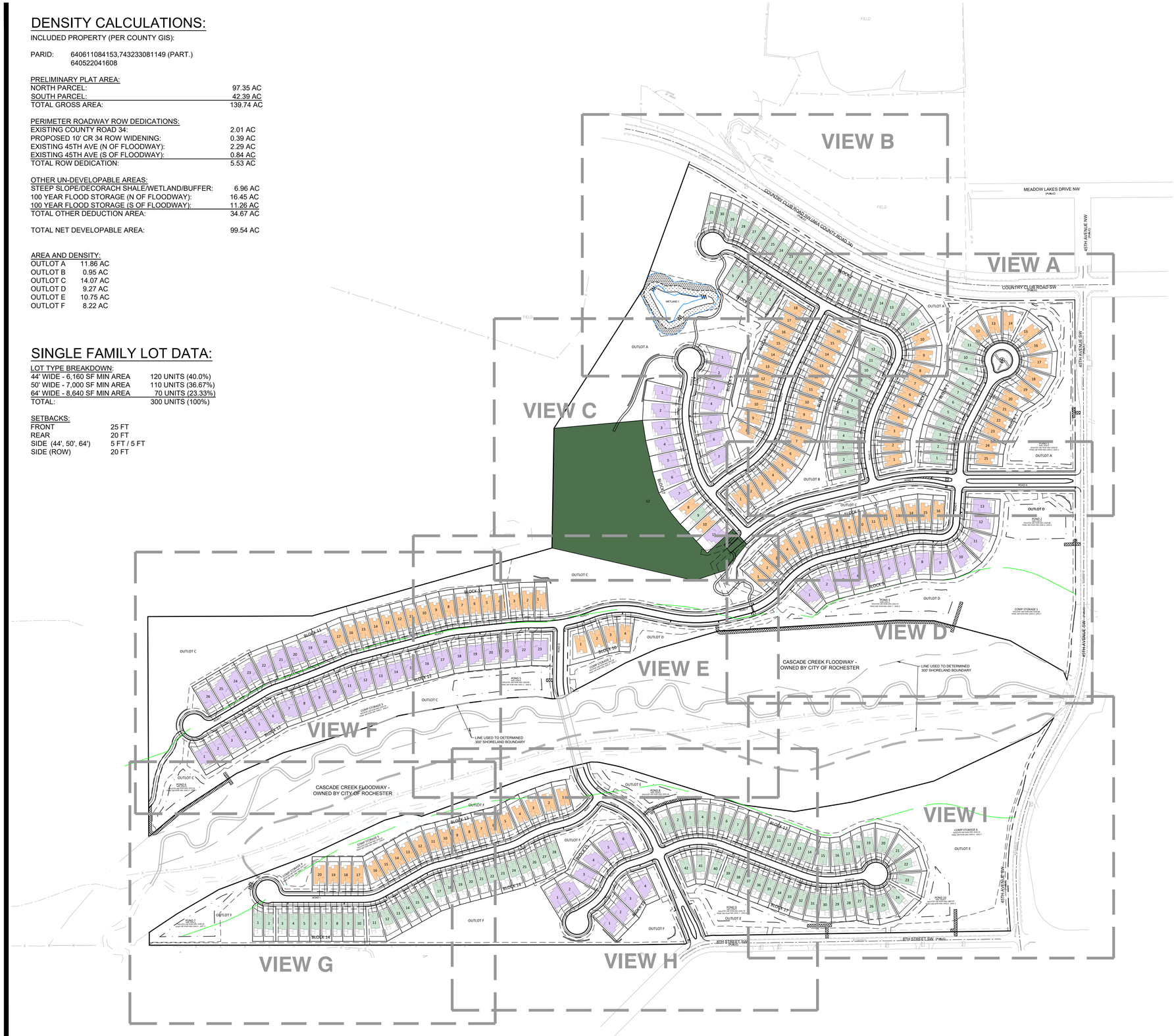
OTHER UN-DEVELOPABLE AREAS:	
STEEP SLOPE/DECORACH SHALE/WETLAND/BUFFER:	6.96 AC
100 YEAR FLOOD STORAGE (N OF FLOODWAY):	16.45 AC
100 YEAR FLOOD STORAGE (S OF FLOODWAY):	11.26 AC
TOTAL OTHER DEDUCTION AREA:	34.67 AC
TOTAL NET DEVELOPABLE AREA:	99.54 AC

AREA AND DENSITY:	
OUTLOT A	11.86 AC
OUTLOT B	0.95 AC
OUTLOT C	14.07 AC
OUTLOT D	9.27 AC
OUTLOT E	10.75 AC
OUTLOT F	8.22 AC

SINGLE FAMILY LOT DATA:

LOT TYPE BREAKDOWN:	
44' WIDE - 6,160 SF MIN AREA	120 UNITS (40.0%)
50' WIDE - 7,000 SF MIN AREA	110 UNITS (36.67%)
64' WIDE - 8,640 SF MIN AREA	70 UNITS (23.33%)
TOTAL:	300 UNITS (100%)

SETBACKS:	
FRONT	25 FT
REAR	20 FT
SIDE (44', 50', 64')	5 FT / 5 FT
SIDE (ROW)	20 FT



SITE PLAN NOTES:

1. CONTINUOUS CONCRETE CURB & GUTTER WHICH CHANGES TYPE SHALL HAVE A MIN. EIGHT FOOT (8') TRANSITION.
2. ALL CONCRETE CURB AND GUTTER ADJACENT TO CONCRETE WALK BE SEPARATED BY A 1/2 INCH EXPANSION JOINT.
3. ALL WORK WITHIN THE R.O.W. STALL COMPLY WITH CITY OF ROCHESTER ENGINEERING DESIGN STANDARDS.
4. ALL STREET SIGNAGE SHALL COMPLY WITH THE MN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. ALL CURB AND GUTTER TO BE CONCRETE B618 OR SURMOUNTABLE TYPE AS NOTED, PER CITY OF ROCHESTER STANDARDS.
6. ALL PUBLIC SIDEWALKS WITHIN THE PUBLIC RIGHT OF WAY SHALL BE 5' WIDE.
7. SEE SHEET 21 FOR TYPICAL ROAD SECTIONS AND LOT DETAILS.

LOT TABLE:

LOT STYLE	PAD SIZE
44' WIDE	34' x 85'
50' WIDE	40' x 85'
64' WIDE	54' x 85'

LEGEND:

- EASEMENT LINE
- BUILDING SETBACK
- PROPERTY LINE
- LOT LINE
- ROW
- POND MAINTENANCE ACCESS
- EXISTING WETLAND
- WETLAND BUFFER
- DECORAH EDGE INFLUENCE
- DECORAH EDGE BUFFER
- SHORELAND BOUNDARY
- FUTURE AMENITY CENTER AND CLUBHOUSE

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Site Plan - Overall

DESCRIPTION	DATE
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PROJECT TEAM DATA

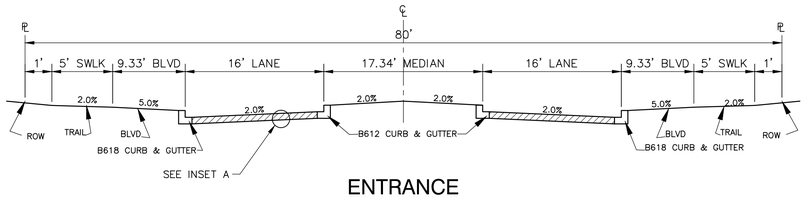
Designed By: TAS, LRJ, DJB
Drafted By; TMA, ELL, CES
Project No.: 4000569-00

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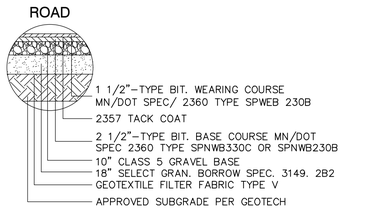
Sheet 20 of 100

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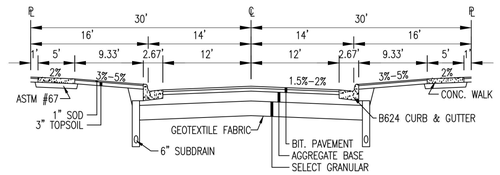
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ENTRANCE
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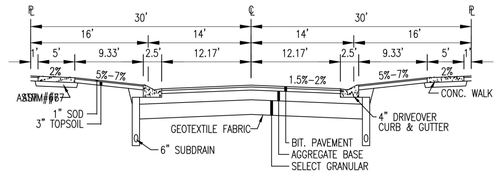
INSET A
TYPICAL PAVEMENT SECTION - (ALL ROADS)
NOT TO SCALE



BATTERFACE CURB

CENTERLINE – 12.00' TO LIP OF GUTTER
CENTERLINE – 14.67' TO BACK OF CURB
PROP. SIDE SWLK. – 14.33' FROM BACK OF CURB

CENTERLINE IS 0.24' ABOVE LIP OF GUTTER
CENTERLINE IS 0.13' BELOW TOP OF CURB
PROP. SIDE SWLK. IS 0.47' ABOVE TOP OF CURB



DRIVEOVER CURB

CENTERLINE – 12.17' TO LIP OF GUTTER
CENTERLINE – 14.67' TO BACK OF CURB
PROP. SIDE SWLK. – 14.33' FROM BACK OF CURB

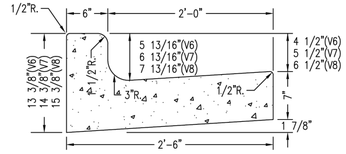
CENTERLINE IS 0.24' ABOVE LIP OF GUTTER
CENTERLINE IS 0.01' BELOW TOP OF CURB
PROP. SIDE SWLK. IS 0.60' ABOVE TOP OF CURB

NOTES
1. MIN. WIDTH FOR PLANTING TREES IS: 7' FOR BOULEVARDS
2. REFER TO ENGINEERING STANDARDS FOR PAVEMENT DESIGN.
3. REFER TO CITY OF ROCHESTER COMPREHENSIVE PLAN, FOR LOCAL STREET RIGHT OF WAY AND MINIMUM ROADWAY WIDTH REQUIREMENTS.
4. AFTER COMPACTION, THE FINAL LIFT WEAR ADJACENT TO CONCRETE PAVEMENTS MUST BE SLIGHTLY HIGHER BUT NOT TO EXCEED 1/4" HIGHER THAN THE CONCRETE SURFACE.

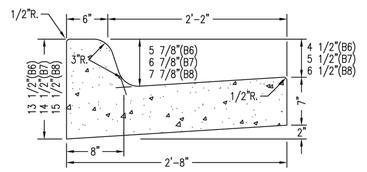
ROCHESTER S.D.P. REF. 1-08, 2-01, 2-10

DEPARTMENT OF PUBLIC WORKS
CITY OF ROCHESTER, MINNESOTA
ROADWAY TYPICAL SECTION
28' RDWY.-60' R.O.W.
CITY ENGINEER

SHT 10 OF 13 SHTS	DATE REVISED	PLATE NO.	REV.
	1/1/25	3-01	H

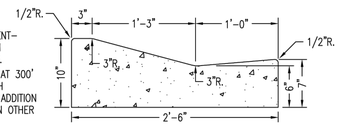


DESIGN "V"(VERTICAL)



DESIGN "B"(BATTERFACE)

NOTES
1. CONCRETE MIX: MANUAL PLACEMENT-MN/DOT SPEC. 3F52, SLIP-FORM PLACEMENT-MN/DOT SPEC. 3F32.
2. PROVIDE 1/2" EXPANSION JOINT AT 300' MAXIMUM SPACING AND TO MATCH PAVEMENT EXPANSION JOINTS IN ADDITION TO EXPANSION JOINTS SHOWN ON OTHER DETAIL PLATES.
3. PROVIDE CONTRACTION JOINTS @ 9' MAXIMUM SPACING, SAW CUT 2" MINIMUM DEPTH.
4. ALL CONCRETE CURB & GUTTER SHALL BE PLACED ON A MINIMUM OF A 4" AGGREGATE BASE.
5. SILL REQUIRED FOR DESIGN "V" AND "B", WHEREVER SIDEWALK ABUTS CURB. SEE S.D.P. 2-02.

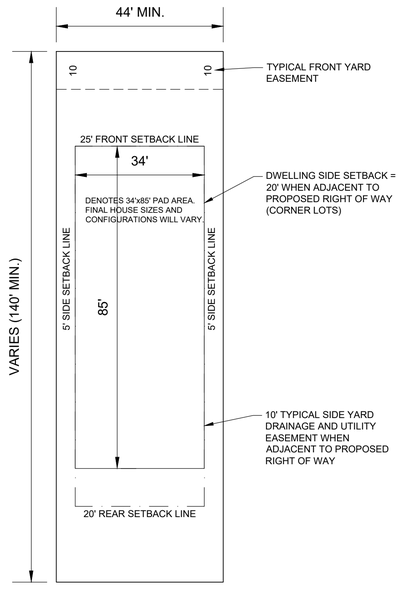


DESIGN "D"(DRIVEOVER)

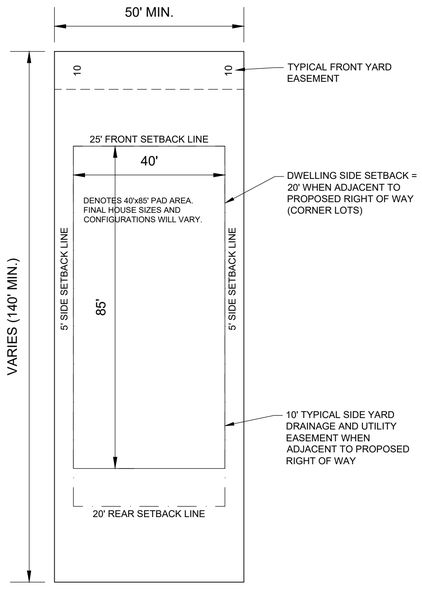
DEPARTMENT OF PUBLIC WORKS
CITY OF ROCHESTER, MINNESOTA
CONCRETE CURB & GUTTER
ASST. CITY ENGINEER
DIRECTOR

SHT 1 OF 1 SHTS	DATE REVISED	PLATE NO.	REV.
	3/23/18	2-01	G

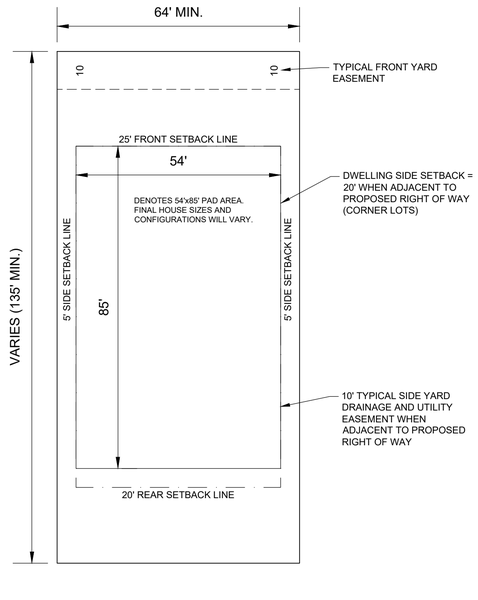
NOTE:
DESIGN SPEED ASSUMPTION = 20 MPH



TYPICAL 44' LOT DETAIL
NOT TO SCALE



TYPICAL 50' LOT DETAIL
NOT TO SCALE



TYPICAL 64' LOT DETAIL
NOT TO SCALE

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Site Plan Notes & Details

DESCRIPTION	DATE
City Submittal	11-12-25

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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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COUNTRY CLUB ROAD SW
(PUBLIC)

45TH AVENUE SW
(PUBLIC)

OUTLOT A

OUTLOT B

OUTLOT C

OUTLOT D

BLOCK 1

BLOCK 2

BLOCK 3

BLOCK 4

BLOCK 5

BLOCK 8

ROAD A

ROAD B

ROAD C

ROAD D

ROAD F

5' SIDEWALK

NO PARKING SIGN

DESIGN "D" CURB AND GUTTER (SEE SDP 2-01)

DESIGN "B6" CURB AND GUTTER (SEE SDP 2-01)

REMOVE DRIVEWAY CONNECTIONS

PED RAMP

STOP AND STREET SIGN

RETAINING WALL

GUARD HOUSE AND FAUX GATES

GORE STRIPING PER MnMUTCD

TIP OUT B612 C&G

3' CONCTRETE RIBBON

FIRE PIT/ PAVER PATIO

MONUMENT SIGN

POND MAINTENANCE ACCESS

POND 1
NWL:1026.6
ISOLATED 100 YEAR HWL:1030.02
FEMA 100 YEAR HWL:1035.6 -1035.2

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Site Plan - View A

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Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

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Site Plan - View B

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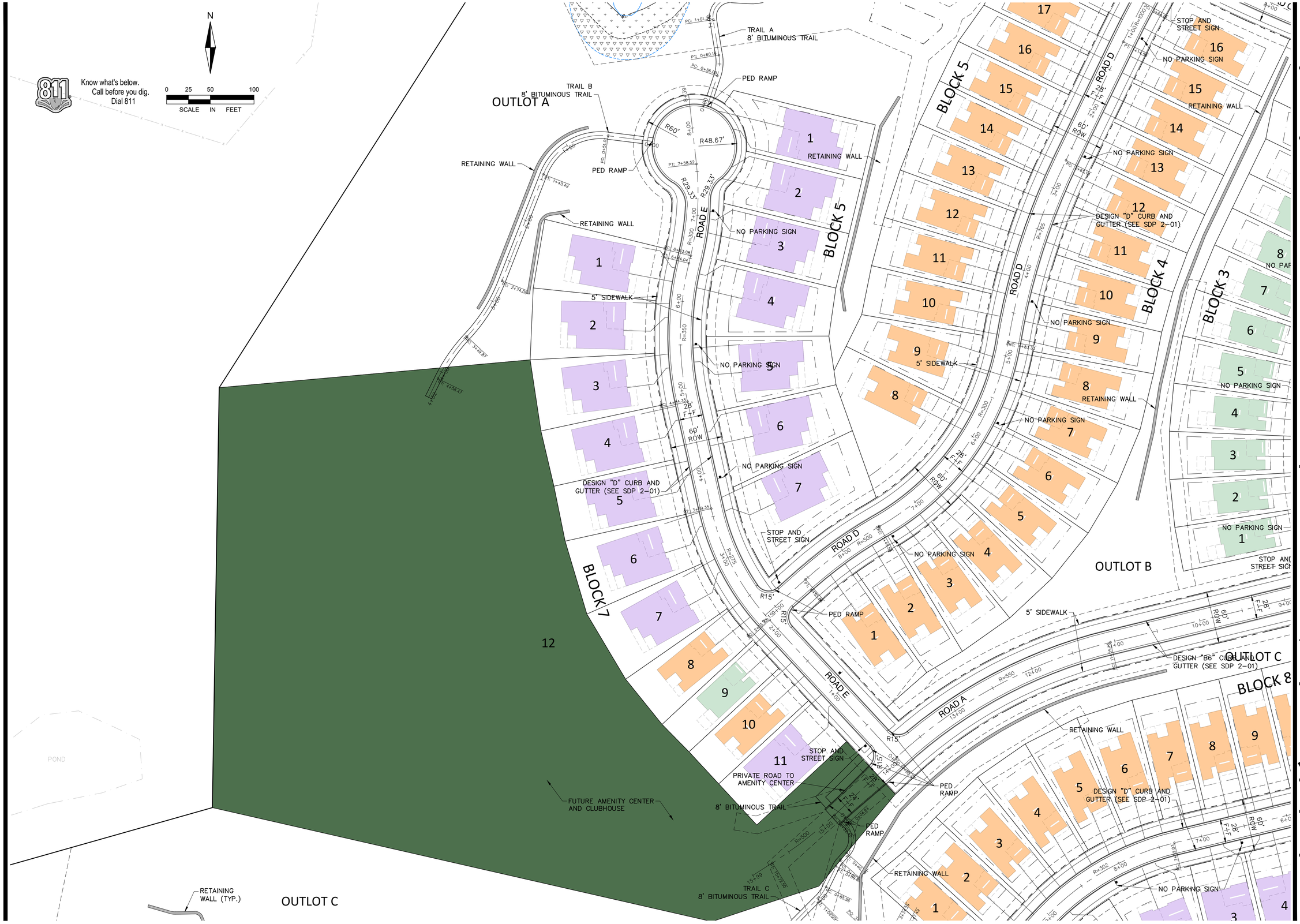
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Drafted By: TMA, ELL, CES
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Site Plan - View C

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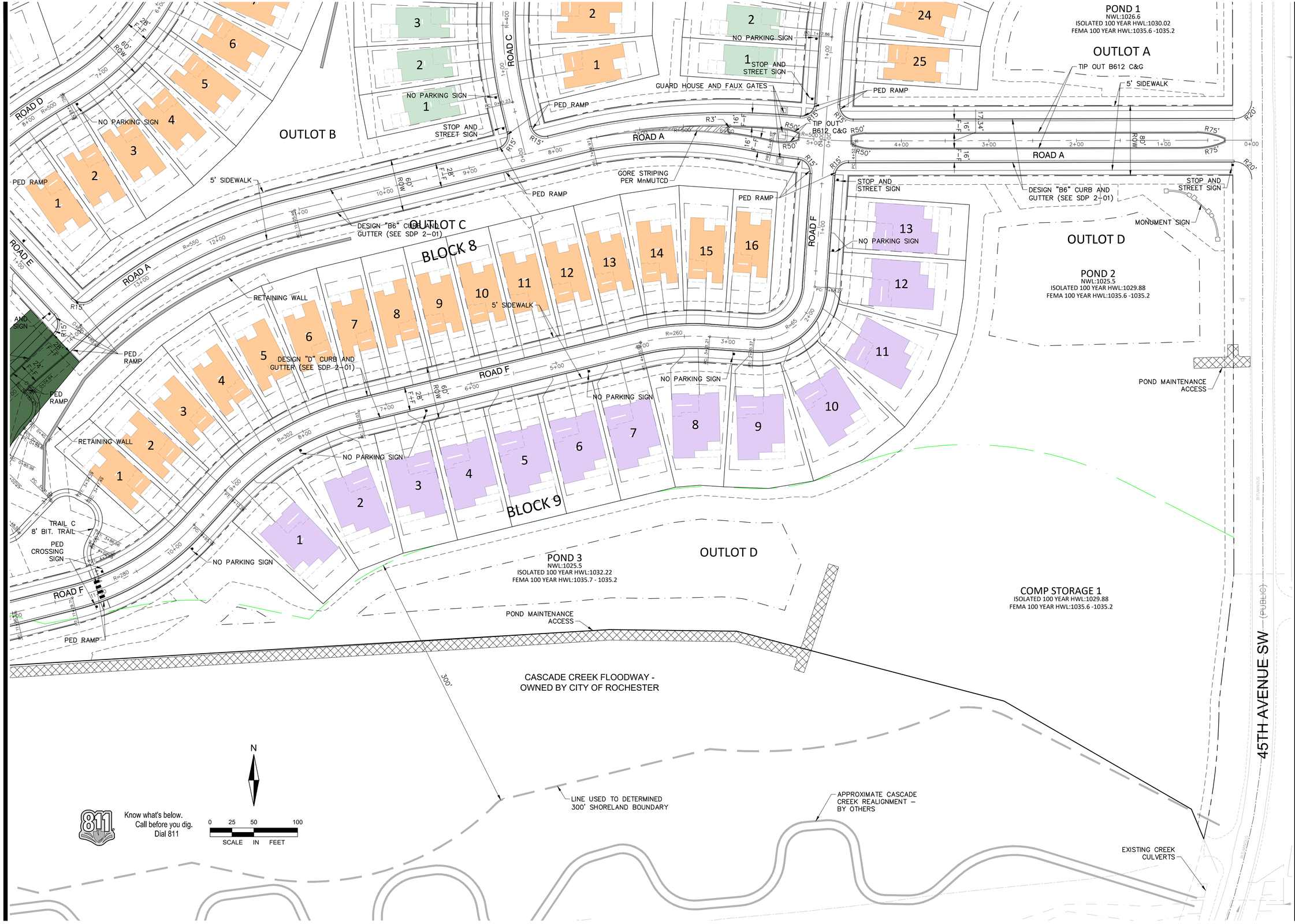
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Site Plan - View D

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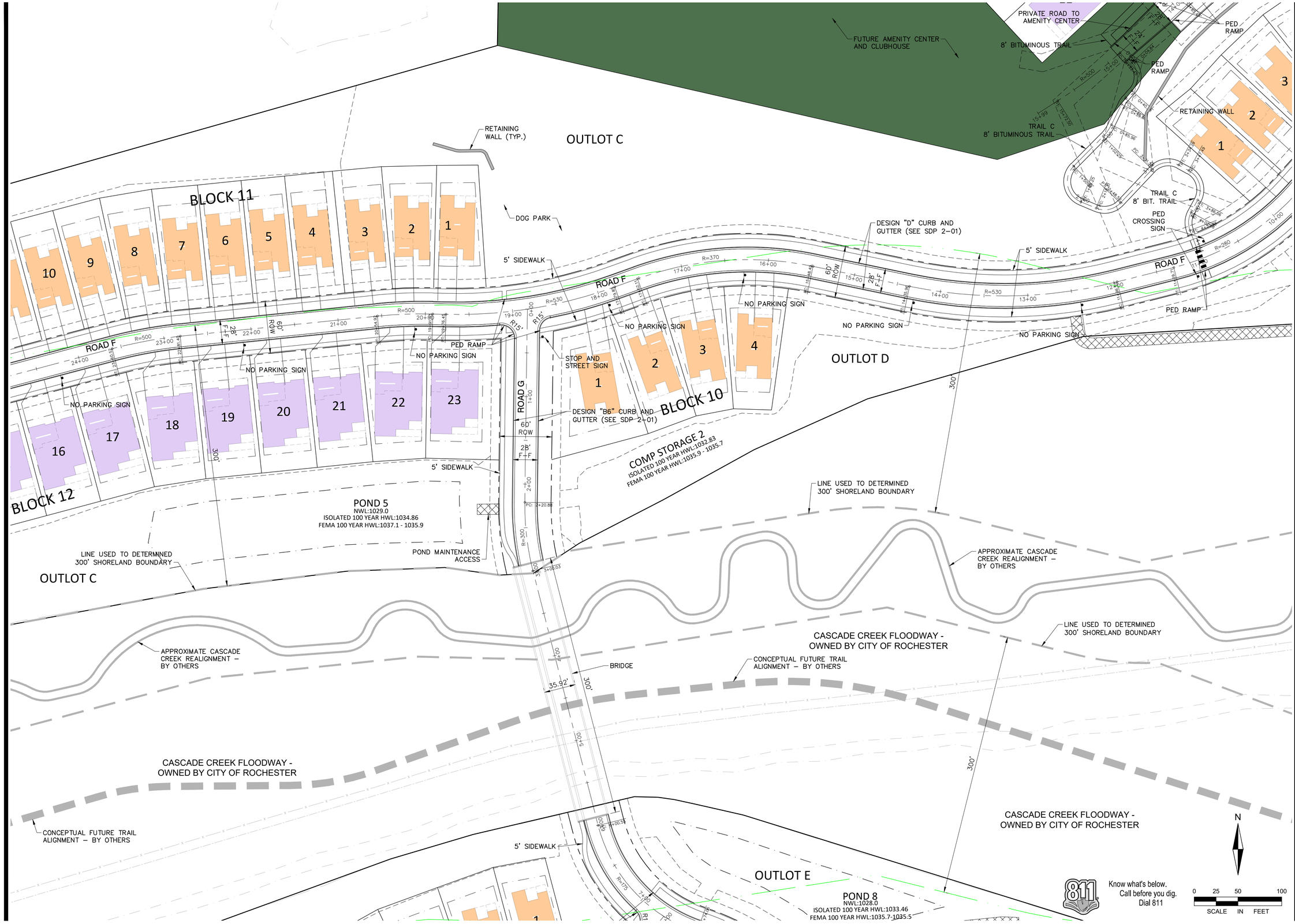
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Preliminary Plat Submittal

Site Plan - View E

DATE	DESCRIPTION
11-12-25	City Submittal

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Typed or Printed Name

Date License no.

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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

26

Sheet 26 of 100

File Location: X:\4000569-00\2014\0 Design\03 Sheets - Preliminary\SITE.dwg Plotted By: Dylan Boecker on November 12, 2025 2:36 PM

1600

N

0 25 50 100
SCALE IN FEET

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OWNER: MAGUIRE, ALAN J

OUTLOT C

BLOCK 11

BLOCK 12

ROAD F

5' SIDEWALK

DESIGN "D" CURB AND GUTTER (SEE SDP 2-01)

NO PARKING SIGN

R=2000

R=500

R=300

R=100

60' ROW

R45'

R60

R30'

300'

LINE USED TO DETERMINED 300' SHORELAND BOUNDARY

COMP STORAGE 3
ISOLATED 100 YEAR HWL:1034.19
FEMA 100 YEAR HWL:1040.1 - 1035.9

APPROXIMATE CASCADE CREEK REALIGNMENT – BY OTHERS

CASCADE CREEK FLOODWAY - OWNED BY CITY OF ROCHESTER

CONCEPTUAL FUTURE TRAIL ALIGNMENT – BY OTHERS

PRIVATE DRIVE

PRIVATE DRIVE EASEEMNT

20'

6"

POND 6
NWL:1032.0
ISOLATED 100 YEAR HWL:1037.61
FEMA 100 YEAR HWL:1043.5 - 1037.1

POND MAINTENANCE ACCESS

OUTLOT F

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Drafted By: TMA, ELL, CES

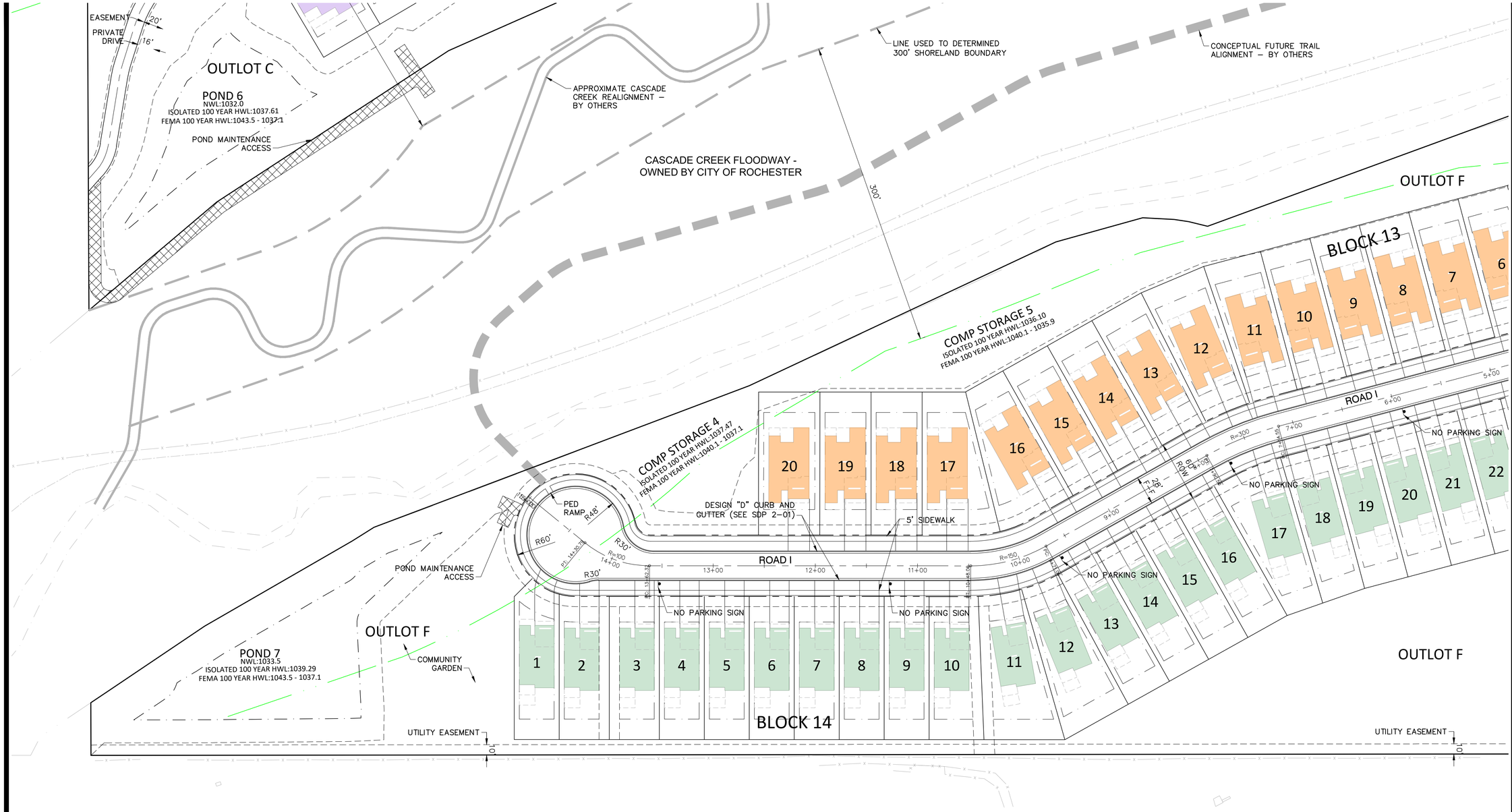
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27

Sheet 27 of 100

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1601



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Sheet 28 of 100

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1602

CASCADE CREEK FLOODWAY -
OWNED BY CITY OF ROCHESTER

CASCADE CREEK FLOODWAY -
OWNED BY CITY OF ROCHESTER

OUTLOT E

POND 8
NWL:1028.0
ISOLATED 100 YEAR HWL:1033.46
FEMA 100 YEAR HWL:1035.7-1035.5

POND MAINTENANCE ACCESS

OUTLOT F

OUTLOT F

OUTLOT F

OUTLOT F

OUTLOT E

POND 9
NWL:1030.0
ISOLATED 100 YEAR HWL:1035.76
FEMA 100 YEAR HWL:1035.7 - 1035.6

BLOCK 13

BLOCK 14

BLOCK 15

BLOCK 16

BLOCK 17

ROAD I

ROAD G

ROAD H

ROAD J

5' SIDEWALK

PED RAMP

STOP AND STREET SIGN

NO PARKING SIGN

DESIGN "D" CURB AND GUTTER (SEE SDP 2-01)

DESIGN "B6" CURB AND GUTTER (SEE SDP 2-01)

DESIGN "B6" CURB AND GUTTER (SEE SDP 2-01)

1:20 CURB TAPPER

TIP OUT B612 C&G

MONUMENT SIGN

RETAINING WALL

UTILITY EASEMENT

UTILITY EASEMENT

8TH STREET SW
(PUBLIC)

OWNER: MALLORY, GRANT

OWNER: DUNCAN, CHRISTOPHER M

OWNER: DISTINGUISHED HOMES BY MITCH HAGEN LLC

D ADDITION

LILLY FARM
3RD ADDITION

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Project No.: 4000569-00

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Sheet 29 of 100

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1603

APPROXIMATE CASCADE CREEK REALIGNMENT – BY OTHERS

EXISTING CREEK CULVERTS

LINE USED TO DETERMINED 300' SHORELAND BOUNDARY

CONCEPTUAL FUTURE TRAIL ALIGNMENT – BY OTHERS

CASCADE CREEK FLOODWAY - OWNED BY CITY OF ROCHESTER

300'

BLOCK 17

5' SIDEWALK

DESIGN "D" CURB AND GUTTER (SEE SDP 2-01)

4+00

5+00

6+00

7+00

8+00

9+00

26' F-F

60' ROW

R=300

ROAD H

R30'

R60'

R48'

NO PARKING SIGN

NO PARKING SIGN

COMP STORAGE 6
ISOLATED 100 YEAR HWL:1029.53
FEMA 100 YEAR HWL:1035.6 - 1035.2

OUTLOT E

POND 10
NWL:1026.5
ISOLATED 100 YEAR HWL:1032.43
FEMA 100 YEAR HWL:1035.6 - 1035.2

45TH AVENUE SW (PUBLIC)

BITUMINOUS

POND MAINTENANCE ACCESS

POND MAINTENANCE ACCESS

8TH STREET SW (PUBLIC)

BITUMINOUS

EAST LINE OF THE WEST 110 ACRES OF THE NW 1/4 OF SW

N

0 25 50 100

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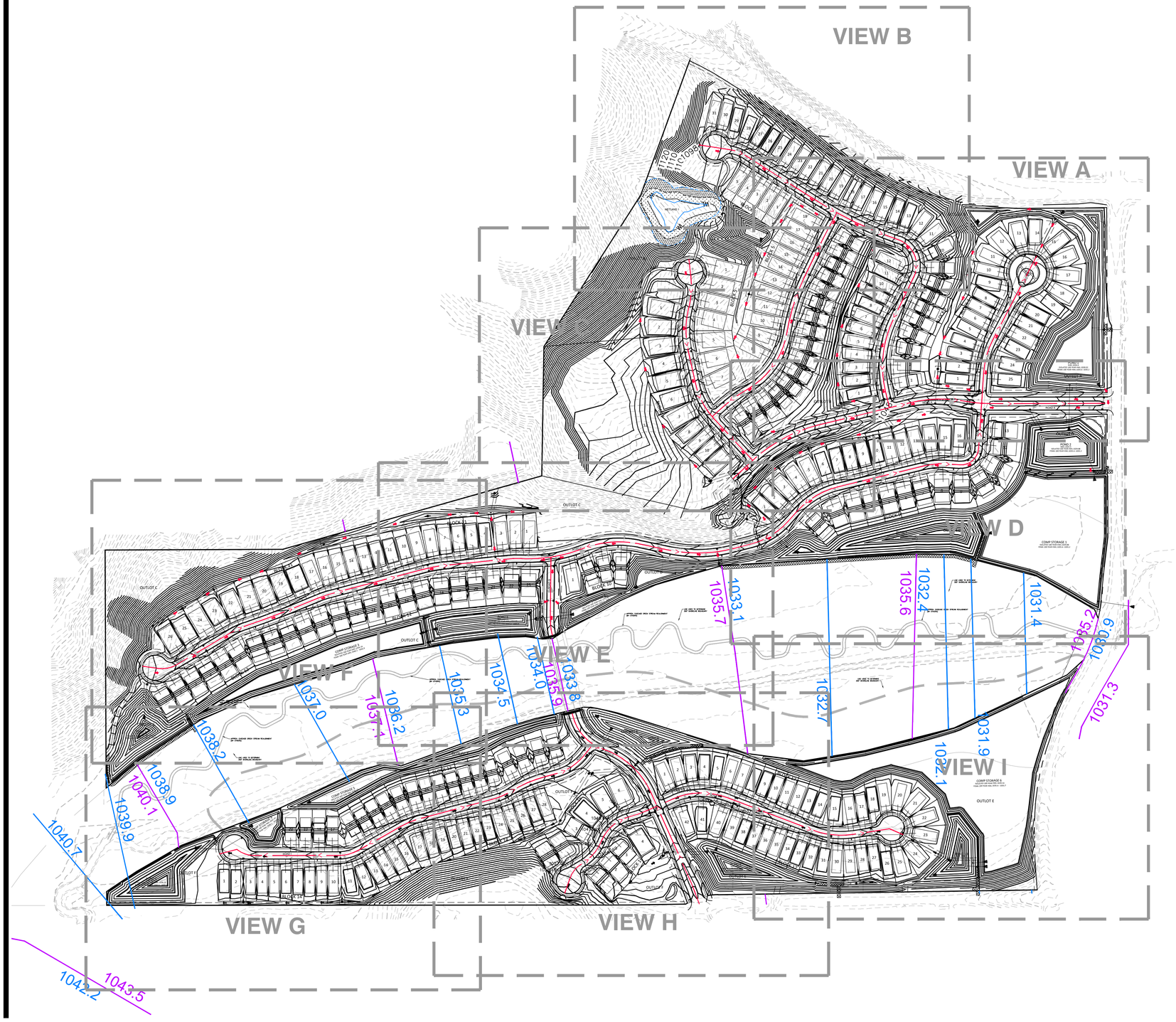
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30

Sheet 30 of 100

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GRADING NOTES:

1. ALL FINISHED GRADES SHALL BE A MINIMUM OF 2.0%. ALL PERVIOUS FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT MINIMUM GRADE OF 5.0% FOR AT LEAST 10'. ALL IMPERVIOUS FINISHED GRADES SHALL SLOPE AWAY FROM PROPOSED BUILDINGS AT A MINIMUM GRADE OF 2%.
2. THE CONTRACTOR SHALL KEEP THE ADJACENT ROADWAYS FREE OF DEBRIS AND PREVENT THE OFF-SITE TRACKING OF SOIL IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.
3. NOTIFY GOPHER STATE ONE CALL, AT (800) 252-1166, 48 HOURS PRIOR TO START OF CONSTRUCTION.
4. ALL IMPROVEMENTS TO CONFORM WITH CITY OF ROCHESTER CONSTRUCTION STANDARDS SPECIFICATION, LATEST EDITION.
5. ROCK CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL CONSTRUCTION ACCESS POINTS.
6. REFER TO GEOTECHNICAL REPORT AND PROJECT MANUAL, FOR SOIL CORRECTION REQUIREMENTS AND TESTING REQUIREMENTS.
7. STRIP TOPSOIL PRIOR TO ANY CONSTRUCTION. REUSE STOCKPILE ON SITE. STOCKPILE PERIMETERS MUST BE PROTECTED WITH SILT FENCE.
8. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
9. IMMEDIATELY FOLLOWING GRADING OF (3:1 OR GREATER) SIDE SLOPES AND DRAINAGE SWALES, WOOD FIBER BLANKET OR OTHER APPROVED SOIL STABILIZING METHOD (APPROVED BY ENGINEER) SHALL BE APPLIED OVER APPROVED SEED MIXTURE AND A MINIMUM OF 6" TOPSOIL.
10. THE GENERAL CONTRACTOR MUST DISCUSS DEWATERING PLANS WITH ALL SUBCONTRACTORS TO VERIFY NPDES REQUIREMENTS. IF DEWATERING IS REQUIRED, CONTRACTOR TO CONSULT WITH EROSION CONTROL INSPECTOR AND ENGINEER TO DETERMINE APPROPRIATE METHOD.
11. REFER TO STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR ALL EROSION AND SEDIMENT CONTROL DEVICE LOCATION, DESCRIPTIONS, NOTES AND DETAILS INCLUDING CONCRETE WASHOUT STATION INSTRUCTIONS.
12. ALL PROPOSED RESIDENTIAL STRUCTURES MUST HAVE A LOWEST FLOOR OPENING ELEVATION A MINIMUM OF 1' ABOVE ANY APPLICABLE EMERGENCY OVERFLOW ELEVATION AND/OR 2' ABOVE ANY ADJACENT 100 YR. HIGH WATER ELEVATION.
13. SEE SHEET 32 FOR GRADING & PAD HOLDDOWN DETAILS.

RETAINING WALL NOTES:

RETAINING WALL MASS GRADING PREPARATION

1. ALL RETAINING WALLS SHALL BE ROUGH GRADED AT A 2:1 SLOPE WITH BASE OF SLOPE AT PROPOSED WALL FACE.
2. THE RETAINING WALL SLOPE AREAS ARE TO BE MAINTAINED UNTIL RETAINING WALL CONSTRUCTION OCCURS. ANY EROSION SHALL BE REMEDIED AND RESTORED.
3. BUILDING PERMITS ARE REQUIRED FOR ALL RETAINING WALLS 4 FEET IN HEIGHT OR GREATER AND THE WALLS SHALL BE DESIGNED BY A STRUCTURAL ENGINEER WITH DESIGN REVIEWED AND APPROVED BY THE CITY PRIOR TO INSTALLATION. ANY QUESTIONS REGARDING THE BUILDING PERMITS SHALL BE DIRECTED TO THE CITY BUILDING INSPECTOR.
4. INSTALL SAFETY RAILING ATOP ALL WALLS WHERE REQUIRED BY CODE.
5. RETAINING WALL CONTRACTOR AND/OR RETAINING WALL STRUCTURAL ENGINEER ARE RESPONSIBLE TO REVIEW CIVIL SITE ENGINEERING DRAWINGS. ANY OBSERVED CONCERNS WITH CIVIL SITE ENGINEERING DESIGN ELEMENTS RELATED TO RETAINING WALLS THAT REQUIRE MODIFICATIONS TO THE CIVIL SITE DESIGN IS THEIR RESPONSIBILITY TO COORDINATE WITH PROJECT OWNER AND CIVIL SITE ENGINEER. IF NO COORDINATION IS REQUESTED IT SHALL BE UNDERSTOOD THAT ALL CONDITIONS WITHIN THE CIVIL SITE DESIGN AND PLANS ARE ACCEPTABLE AND ABLE TO BE PROVIDED FOR IN THE RETAINING WALL DESIGN AND CONSTRUCTION.
6. RETAINING WALLS ARE TO BE FINAL DESIGNED AND PERMITTED (AS REQUIRED BY HEIGHT) BY OTHERS.

DEVELOPER CONTACT:

PULTE GROUP
1650 W. 82ND STREET, SUITE 300
BLOOMINGTON, MN 55431

EARTHWORK CALCS:

CUT: 845,086 CU YD
FILL: 868,062 CU YD
EARTHWORK DATE: 11-11-2025

ENGINEER CONTACT:

ALLIANT ENGINEERING
733 MARQUETTE AVE, STE 700
MINNEAPOLIS, MN 55402
TYLER STRICHERZ

LEGEND:

- EASEMENT LINE
- PROPERTY LINE
- LOT LINE
- RETAINING WALL
- ROW
- 900 EXISTING CONTOUR
- 900 PROPOSED CONTOUR
- PROPOSED STORM SEWER
- PROPOSED CATCH BASINS
- 62.44 x962.44 PROPOSED SPOT ELEVATION
- TW: XXX TOP OF WALL ELEVATION
- BW: XXX BOTTOM OF WALL ELEVATION
- DIRECTION OF DRAINAGE
- SOG SLAB ON GRADE
- W WALK OUT
- L LOOK OUT
- EMERGENCY OVERFLOW ROUTING
- EMERGENCY OVERFLOW ROUTING
- 1031.3 LOMR 100-YEAR SECTION
- LOMR 100-YEAR ELEVATION
- 1030.9 LOMR 10-YEAR SECTION
- LOMR 10-YEAR ELEVATION

FRONT OF PAD 1081.2 — GARAGE FLOOR ELEVATION
WT (1) — HOUSE TYPE
1072.0 — ADDITIONAL REQUIRED STEPS BEYOND TYP. STEP ASSUMED = 0.67'
1071.5 REAR OF PAD — LOWEST FLOOR ELEVATION (LOW OPENING FOR WO) REAR ELEVATION

N

0 100 200 400
SCALE IN FEET

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Tyler A. Stricherz
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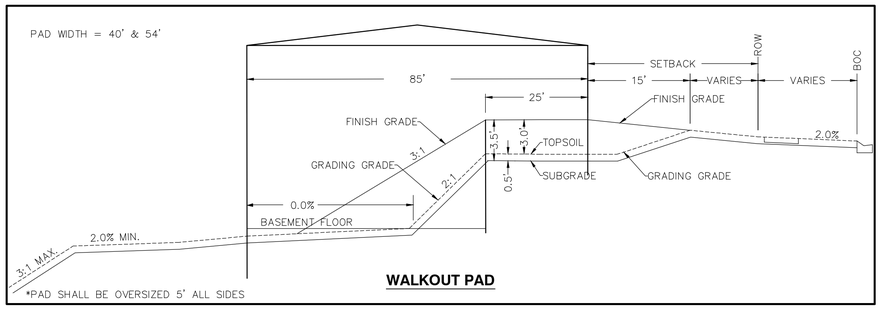
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Project No.: 4000569-00

31

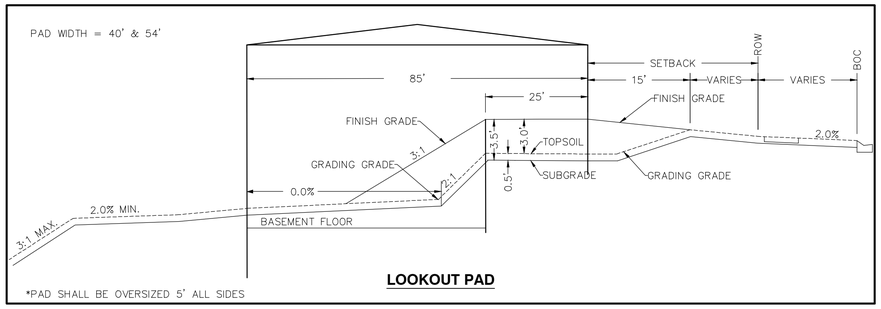
Sheet 31 of 100

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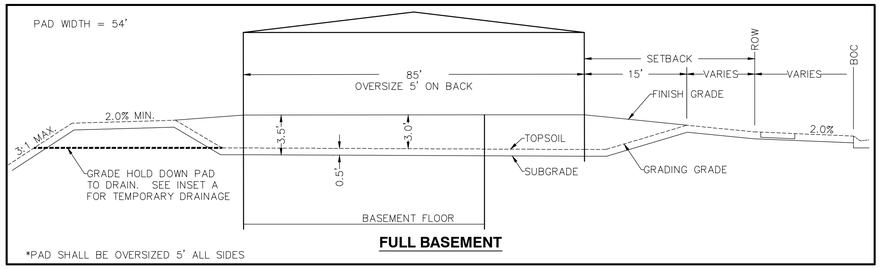
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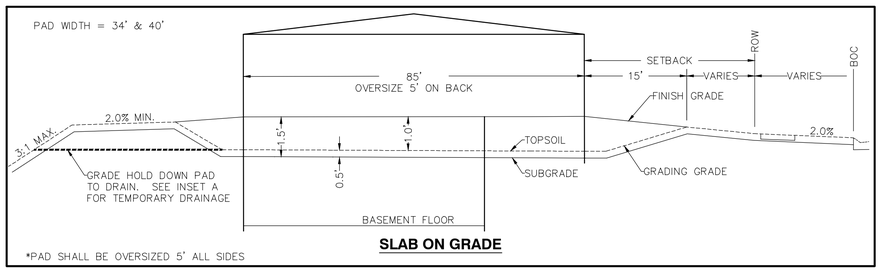
WALKOUT PAD



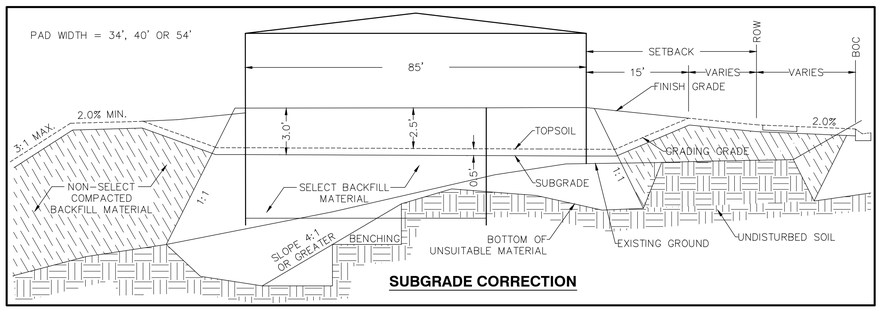
LOOKOUT PAD



FULL BASEMENT



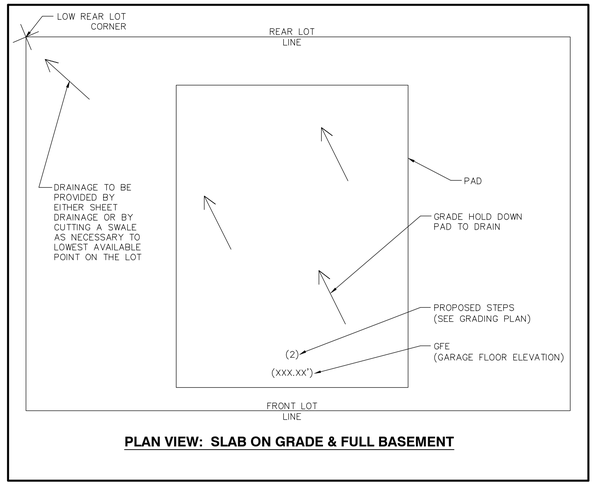
SLAB ON GRADE



SUBGRADE CORRECTION

STANDARD SINGLE FAMILY HOLD DOWN DETAILS

NOT TO SCALE



PLAN VIEW: SLAB ON GRADE & FULL BASEMENT

INSET A

N

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1607

POND 1
NWL:1026.6
ISOLATED 100 YEAR HWL:1030.02
FEMA 100 YEAR HWL:1035.6 -1035.2

OUTLOT A

OUTLOT B

OUTLOT C

OUTLOT D

BLOCK 1

BLOCK 2

BLOCK 3

BLOCK 4

BLOCK 5

BLOCK 8

ROAD A

ROAD B

ROAD C

ROAD D

ROAD E

ROAD F

EOF:1074.00

EOF:1074.34

EOF:1037.19

EOF:1037.49

EOF:1049.22

EOF:1049.72

EOF:1049.20

EOF:1045.92

EOF:1041.10

EOF:103

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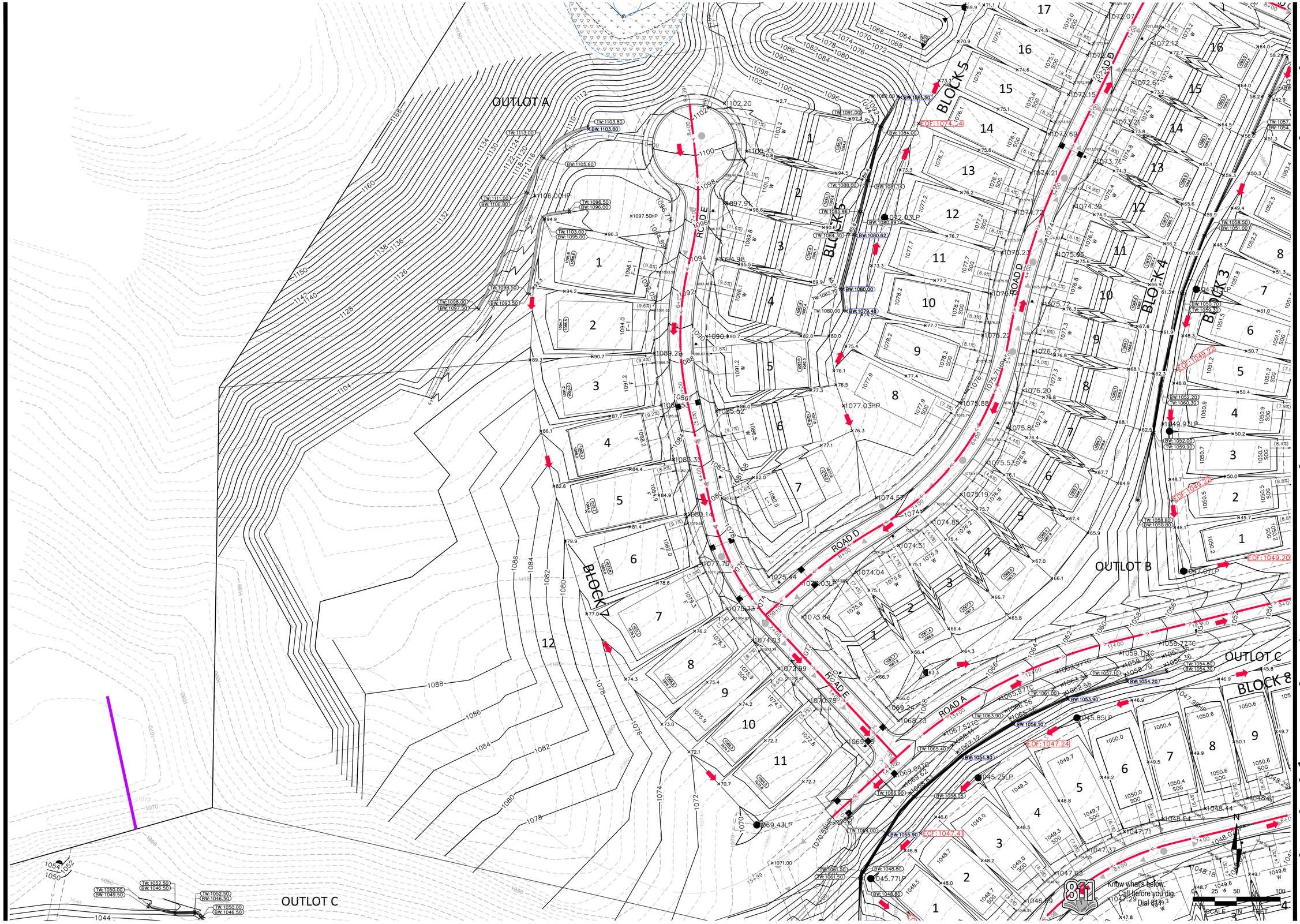
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1608



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1609

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Sheet 36 of 100

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1610

POND 1
NWL:1026.6
ISOLATED 100 YEAR HWL:1030.02
FEMA 100 YEAR HWL:1035.6 -1035.2

POND 2
NWL:1025.5
ISOLATED 100 YEAR HWL:1029.88
FEMA 100 YEAR HWL:1035.6 -1035.2

POND 3
NWL:1025.5
ISOLATED 100 YEAR HWL:1032.22
FEMA 100 YEAR HWL:1035.7 - 1035.2

COMP STORAGE 1
ISOLATED 100 YEAR HWL:1029.88
FEMA 100 YEAR HWL:1035.6 -1035.2

OUTLOT A
OUTLOT B
OUTLOT C
OUTLOT D

BLOCK 8
BLOCK 9

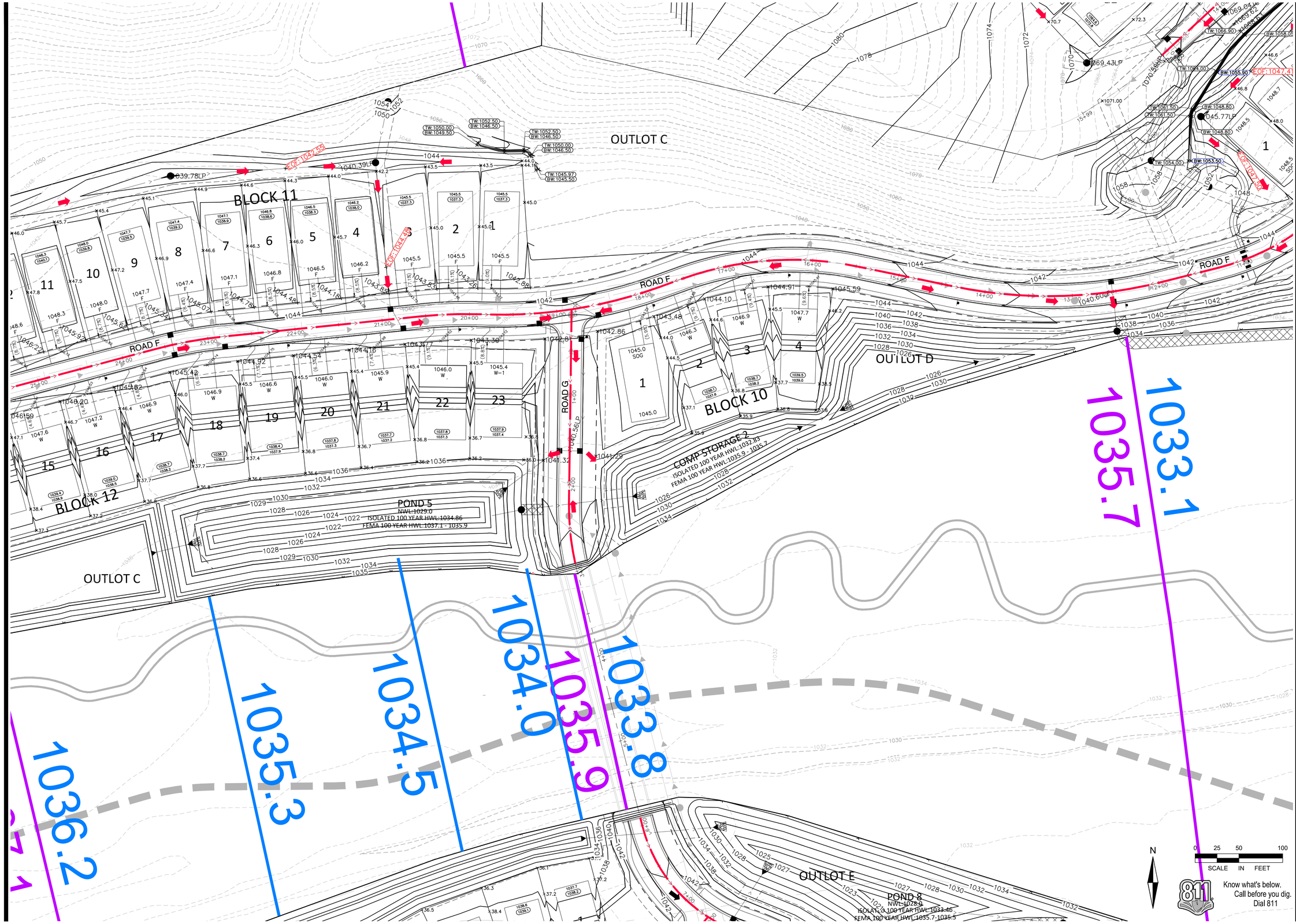
ROAD A
ROAD C
ROAD D
ROAD E
ROAD F

1033.1
1035.6
1032.4
1031.4
1035.2
1029.9

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0 25 50 100
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Grading And Drainage Plan - View E

DATE	DESCRIPTION
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PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

37

Sheet 37 of 100

File Location: X:\4000569-00\2014\3 Design\3 Sheets - Preliminary\GRADING.dwg Plotted By: Dylan Boecker on November 12, 2025 - 8:46:41 PM

1611

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Preliminary Plat Submittal

Grading And Drainage Plan - View F

DATE	DESCRIPTION
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Signature

Typed or Printed Name

Date License no.

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QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

38

Sheet 38 of 100

File Location: X:\4000569-00\001-40 Design\00 Sheets - Preliminary\GRADING.dwg Plotted By: Dylan Boecker on November 12, 2025 4:51 PM

1612

OUTLOT C

BLOCK 11

BLOCK 12

ROAD F

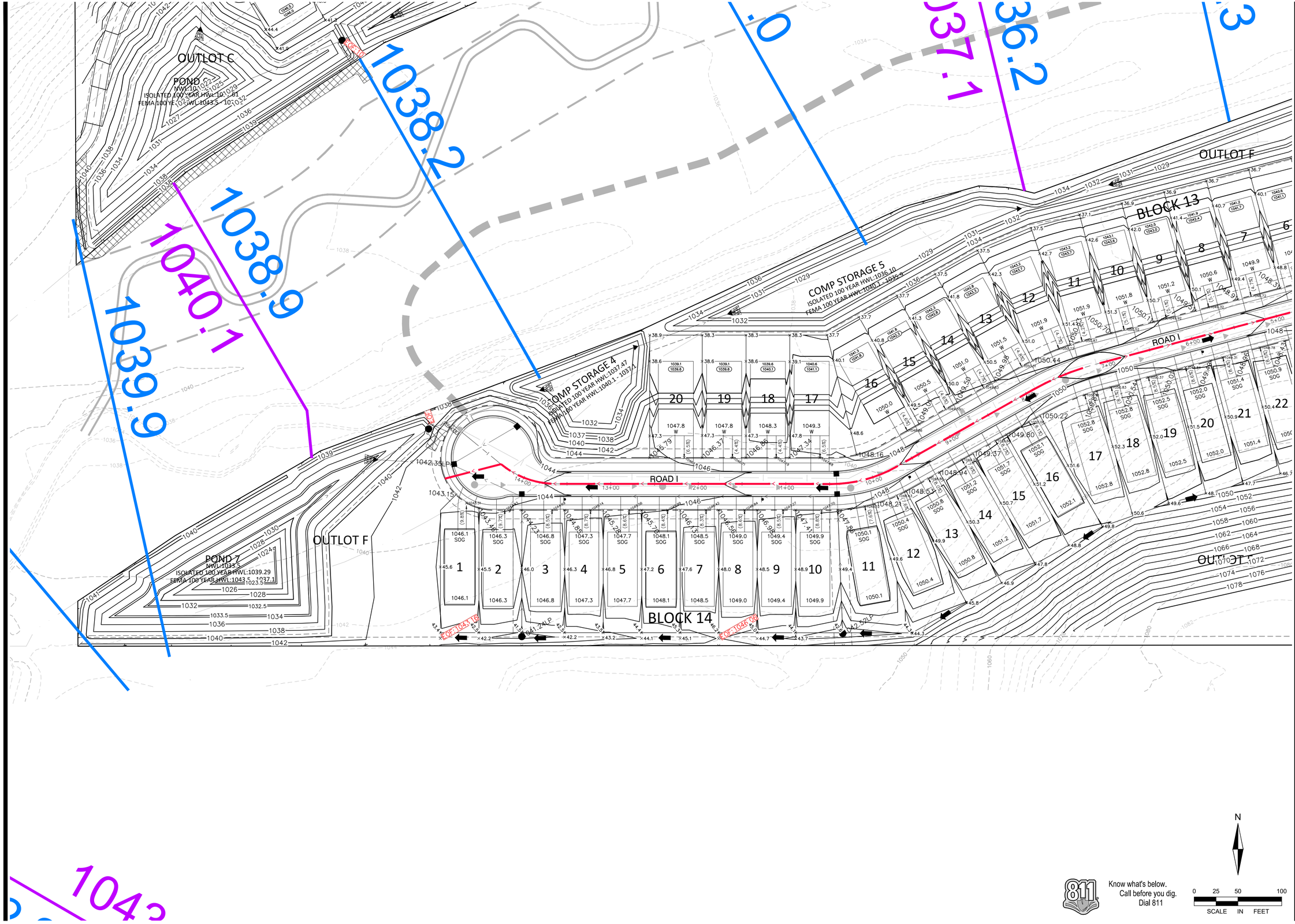
COMP STORAGE 3
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FEMA 100 YEAR HWL:1040.1 - 1035.9

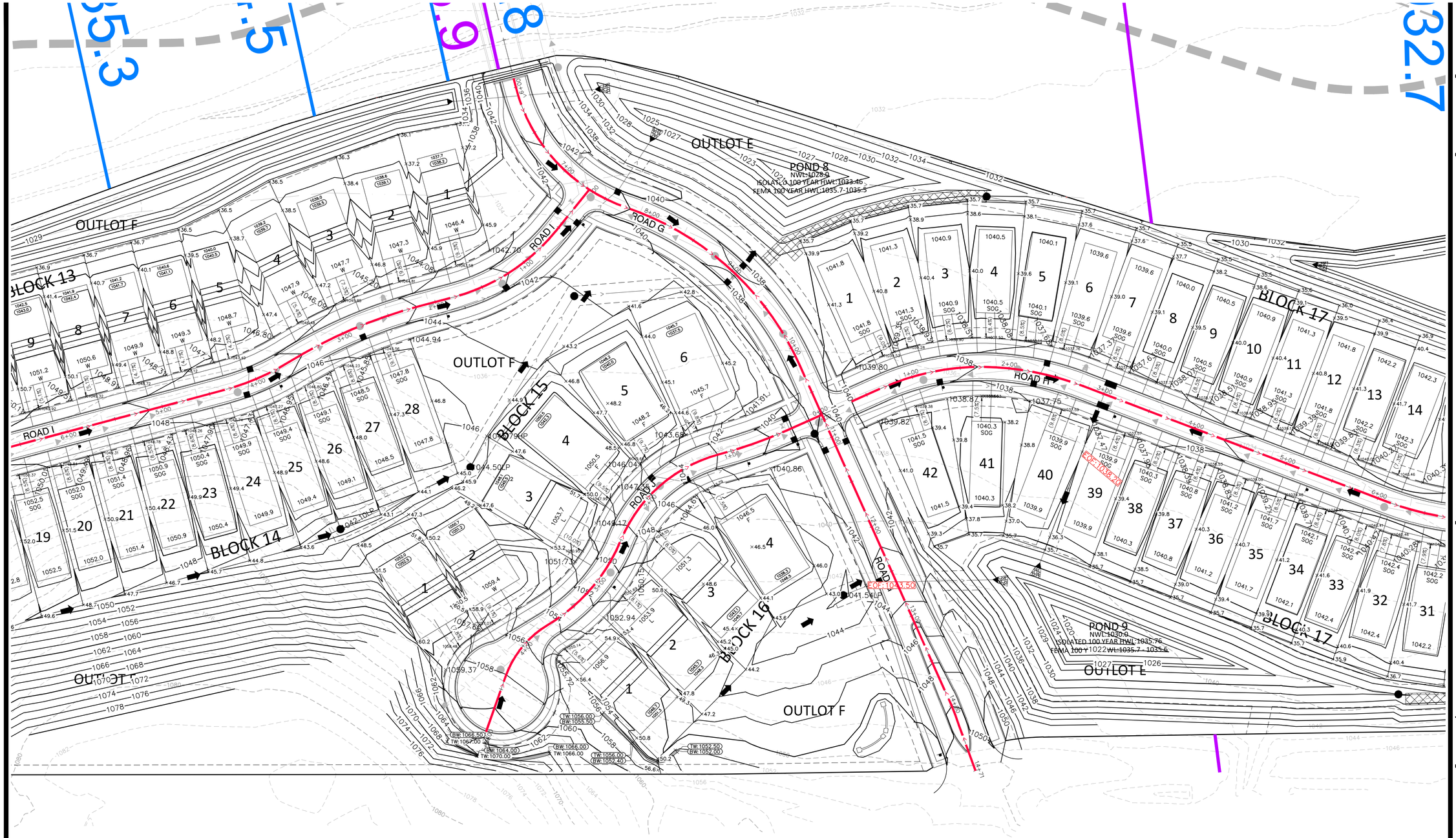
POND 3
NWL:1026.0
ISOLATED 100 YEAR HWL:1031.61
FEMA 100 YEAR HWL:1043.5 - 1032.2

1035.3
1037.0
1036.2
1037.1
1038.2

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SCALE IN FEET


OUTLOT C
POND 6
NWL:1042.5
ISOLATED 100 YEAR HWL:1041.61
FEMA 100 YEAR HWL:1043.5
OUTLOT F
POND 7
NWL:1033.5
ISOLATED 100 YEAR HWL:1039.29
FEMA 100 YEAR HWL:1043.5
COMP STORAGE 4
ISOLATED 100 YEAR HWL:1037.47
FEMA 100 YEAR HWL:1040.1 - 1037.4
COMP STORAGE 5
ISOLATED 100 YEAR HWL:1036.10
FEMA 100 YEAR HWL:1040.1 - 1035.5
BLOCK 13
BLOCK 14
OUTLOT E
ROAD I
1038.2
1038.9
1040.1
1039.9
1037.1
1036.2
1042.35LP
1043.15LP
1042.52LP
1042.22LP
1043.42LP
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1059.82LP



N

SCALE IN FEET 0 25 50 100

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Grading And Drainage Plan - View H

DATE	DESCRIPTION
11-12-25	City Submittal

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Typed or Printed Name of Licensee

Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

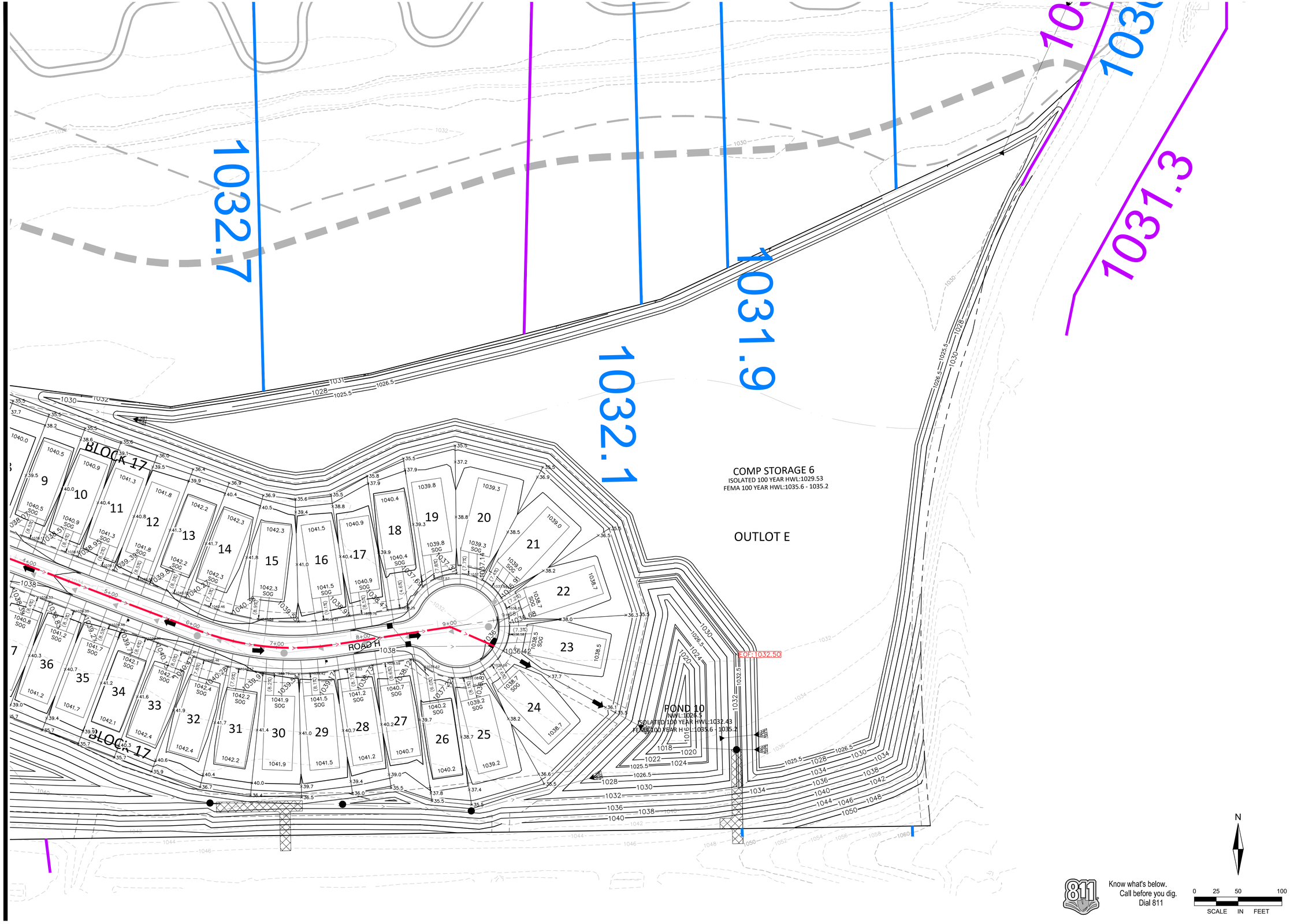
Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

40

Sheet 40 of 100

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Grading And Drainage Plan - View I

DESCRIPTION	DATE
City Submittal	11-12-25

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Typed or Printed Name of Signer

Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

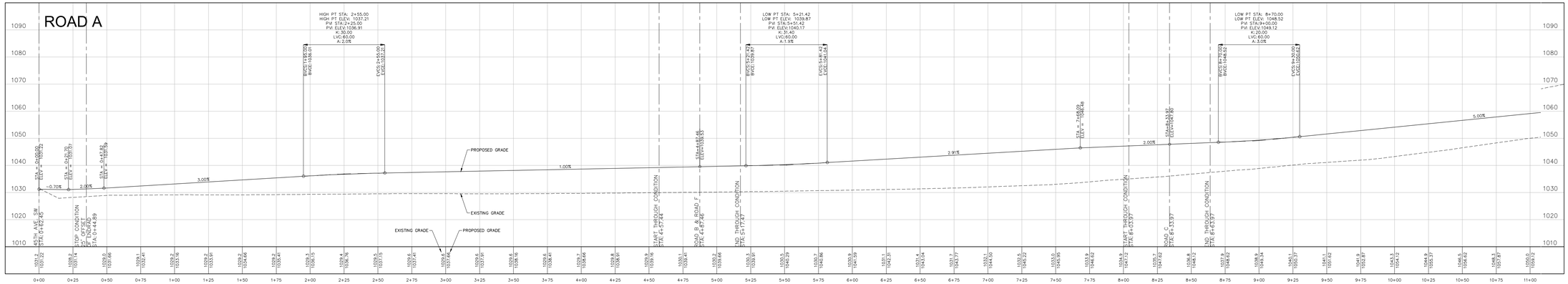
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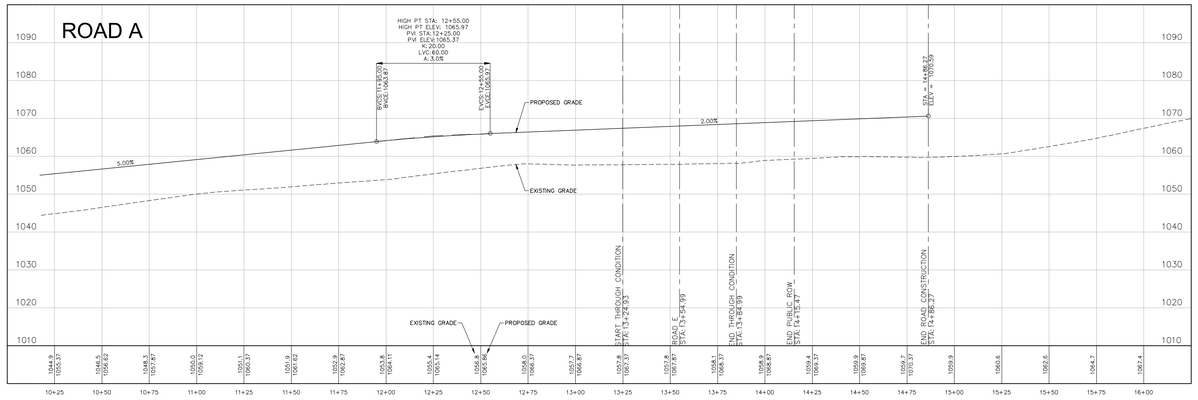
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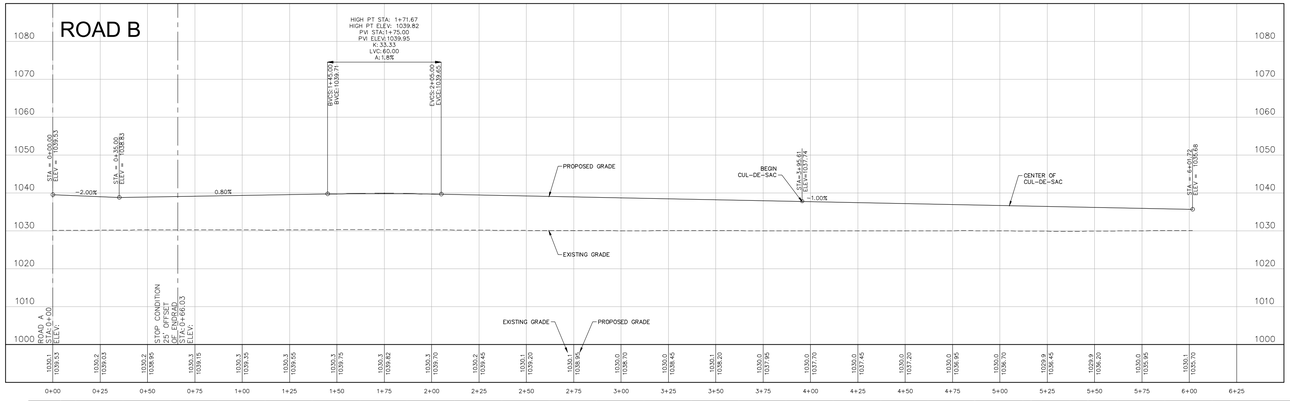
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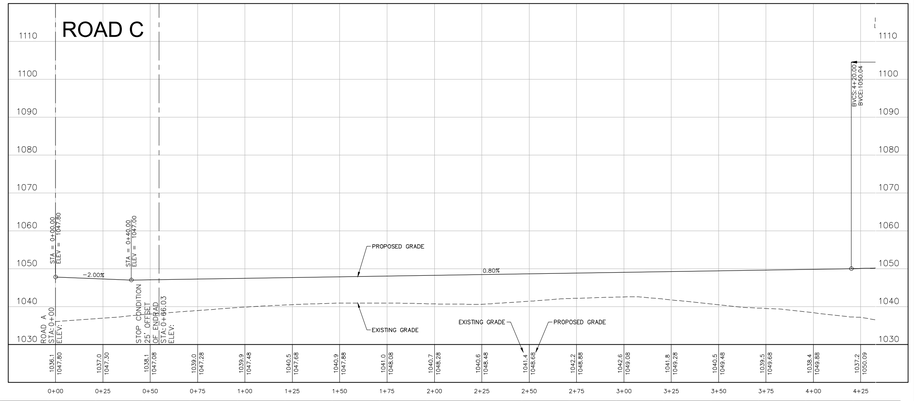
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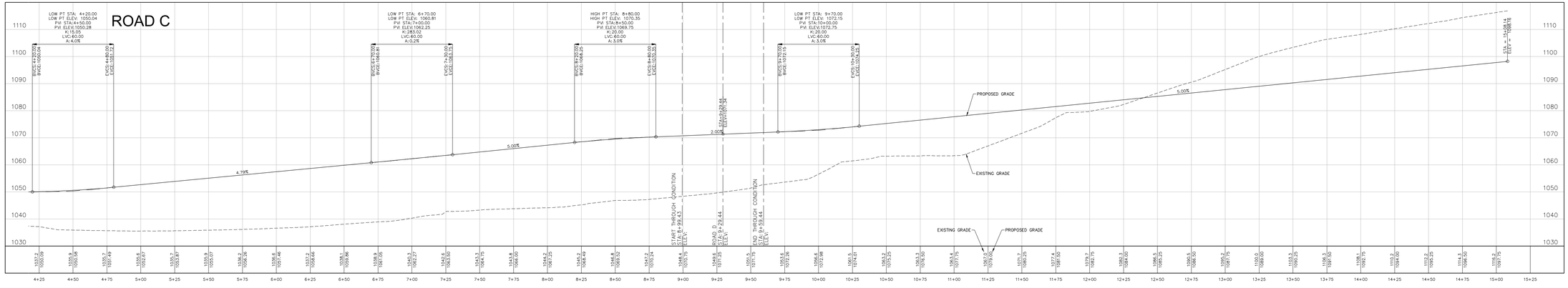
1615











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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

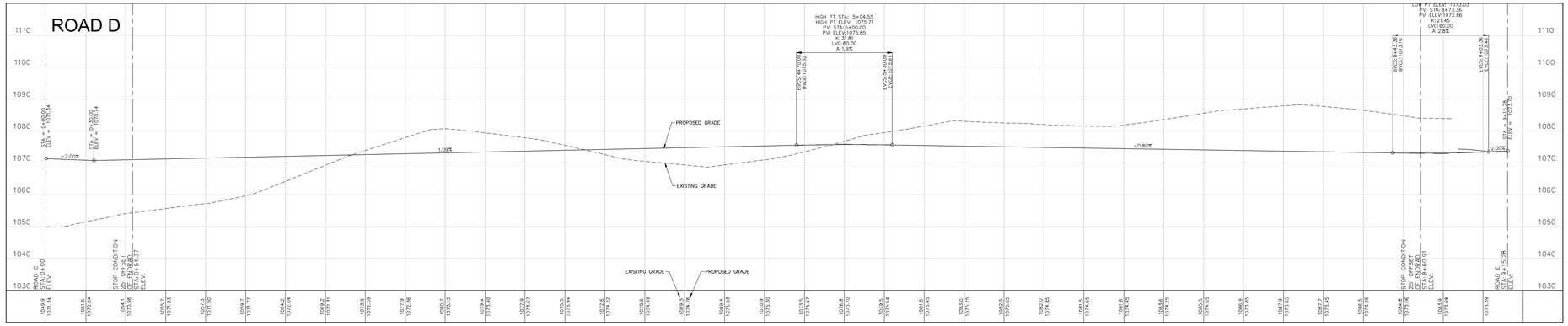
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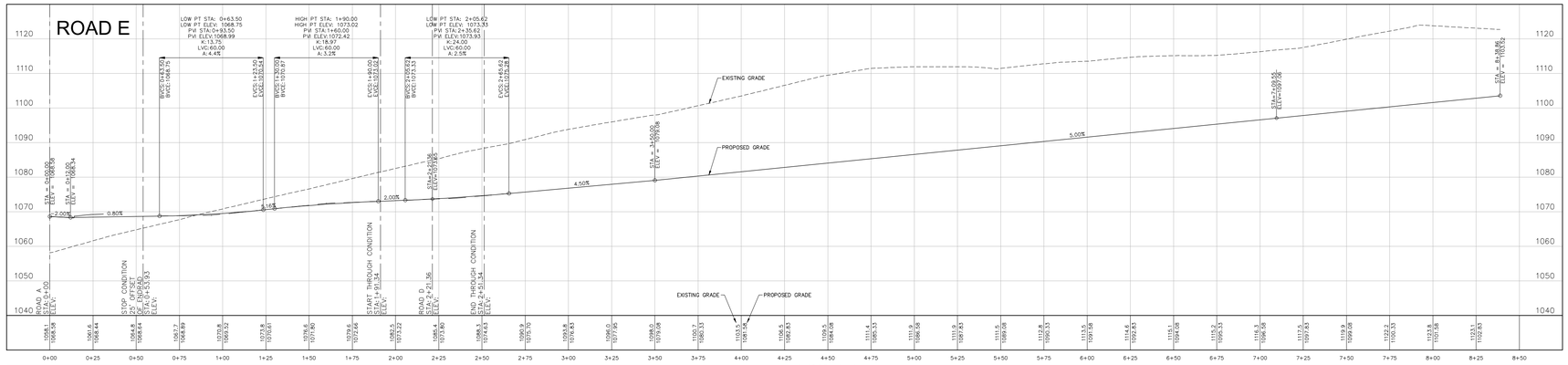
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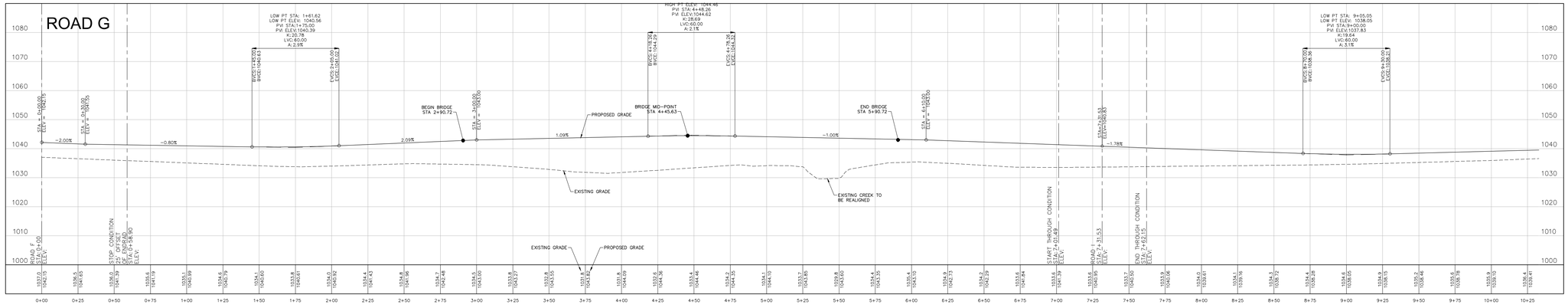
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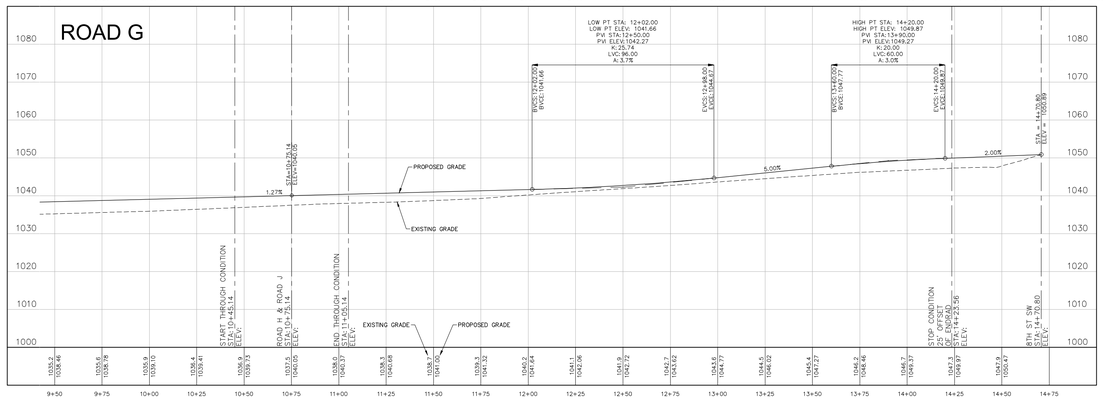
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By Date

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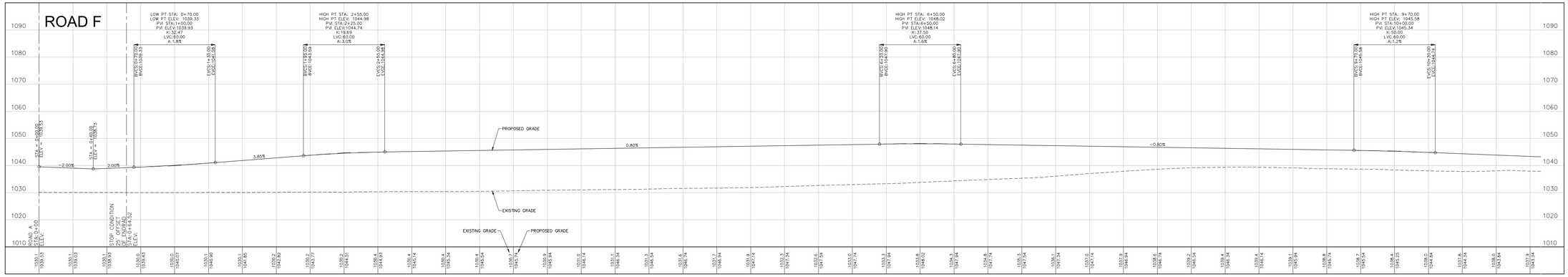
Drafted By: TMA, ELL, CES

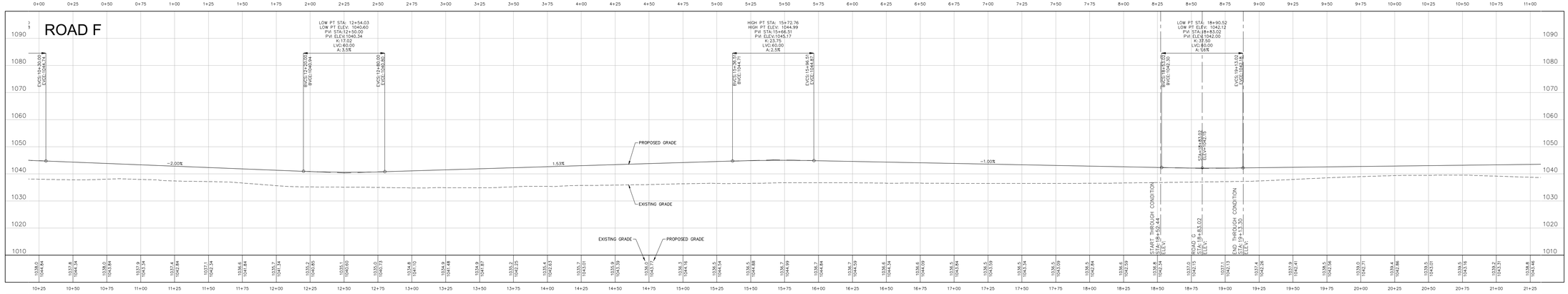
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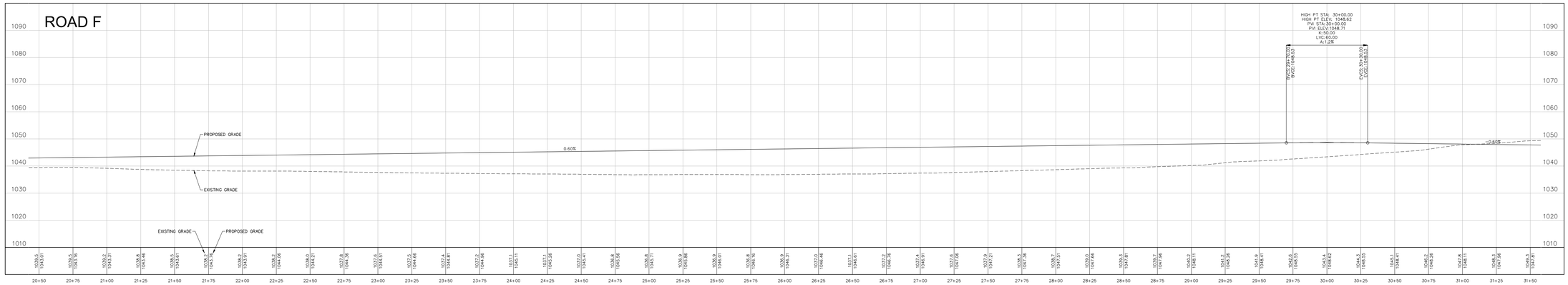
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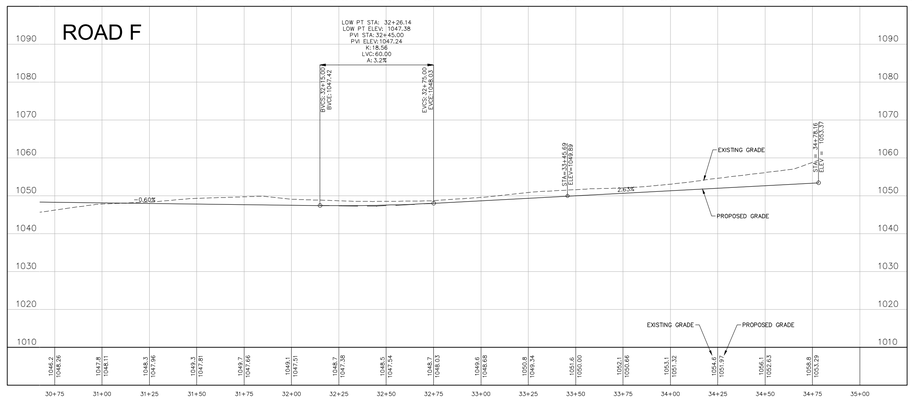
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PROJECT TEAM DATA

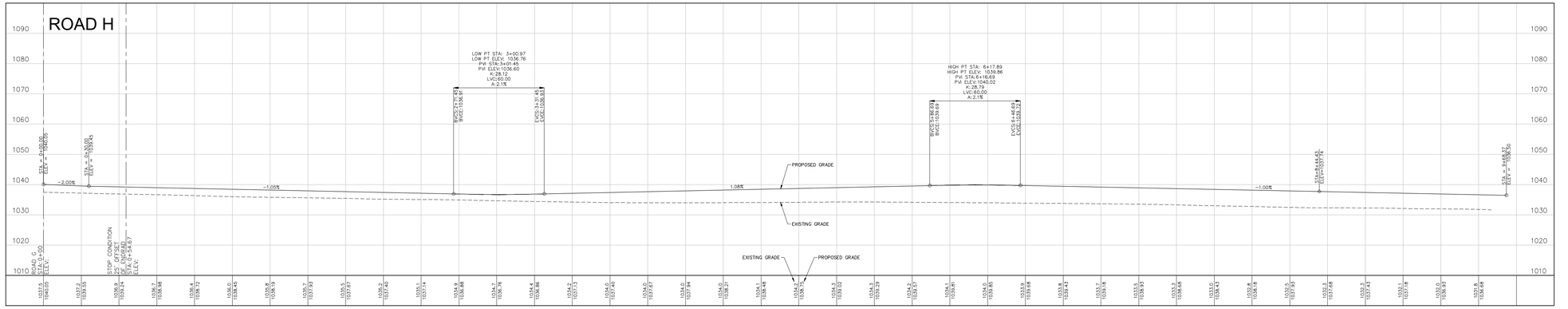
Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

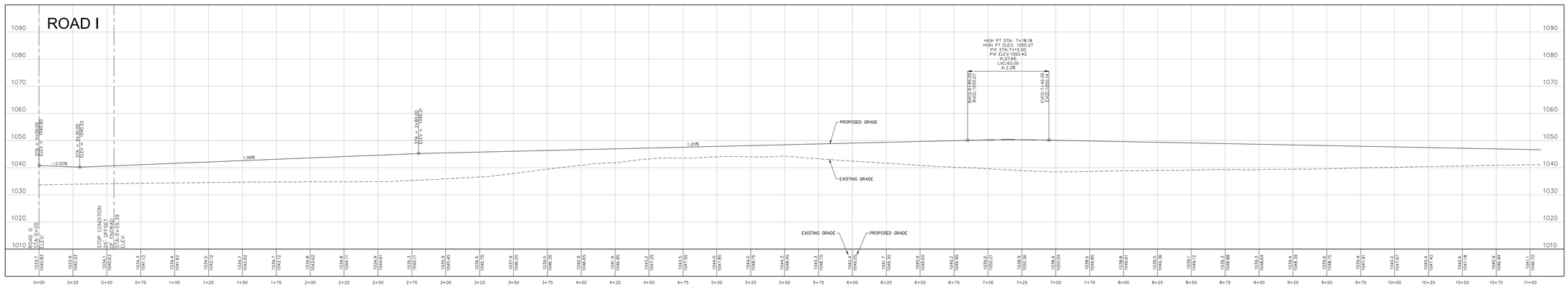
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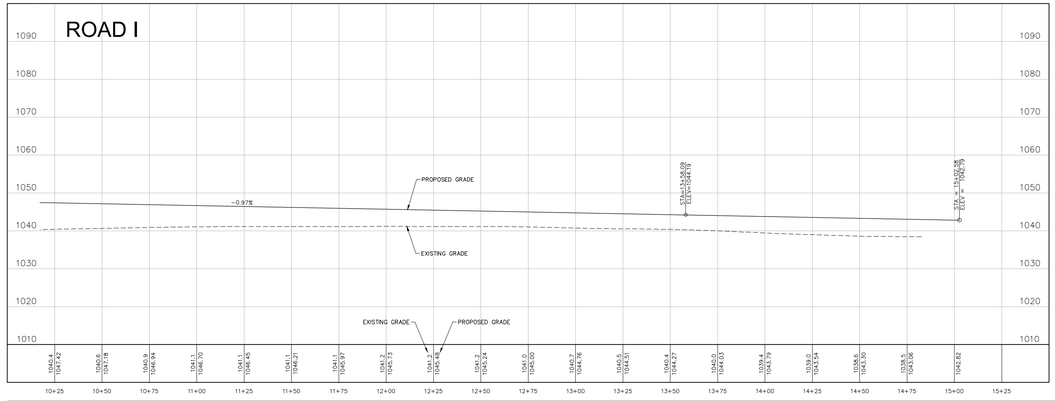
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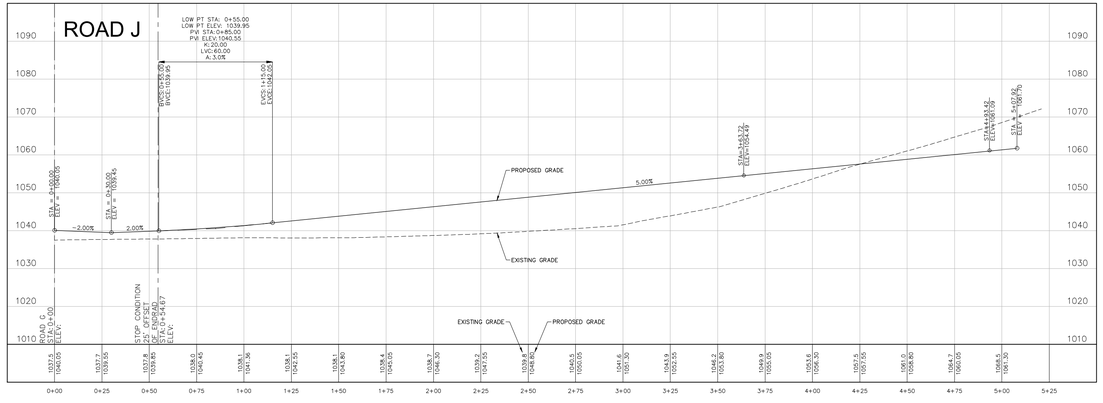
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Date License no.

QA/QC CHECK

By Date

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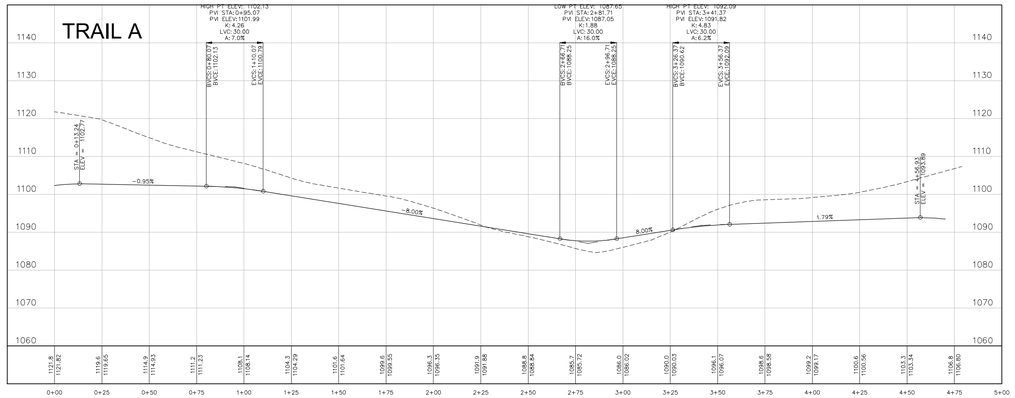
Drafted By: TMA, ELL, CES

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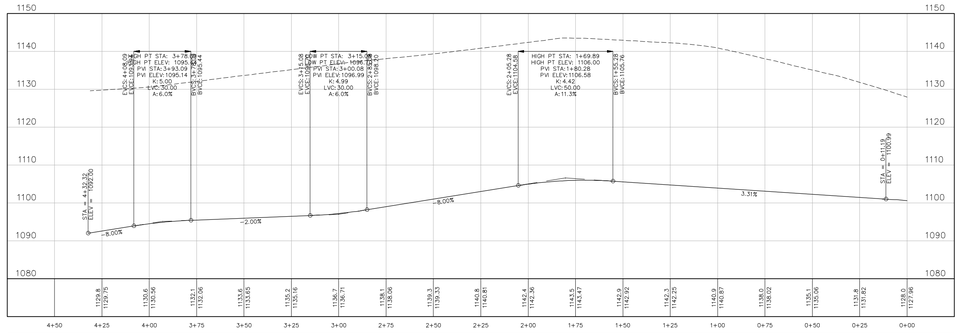
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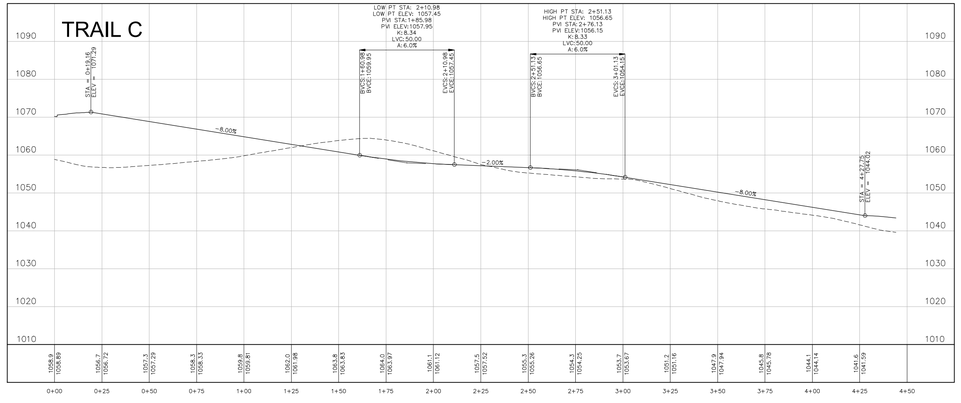
Sheet 45 of 100

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Preliminary Plat Submittal
Grading Profiles

DESCRIPTION	DATE
City Submittal	11-12-25

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By Date

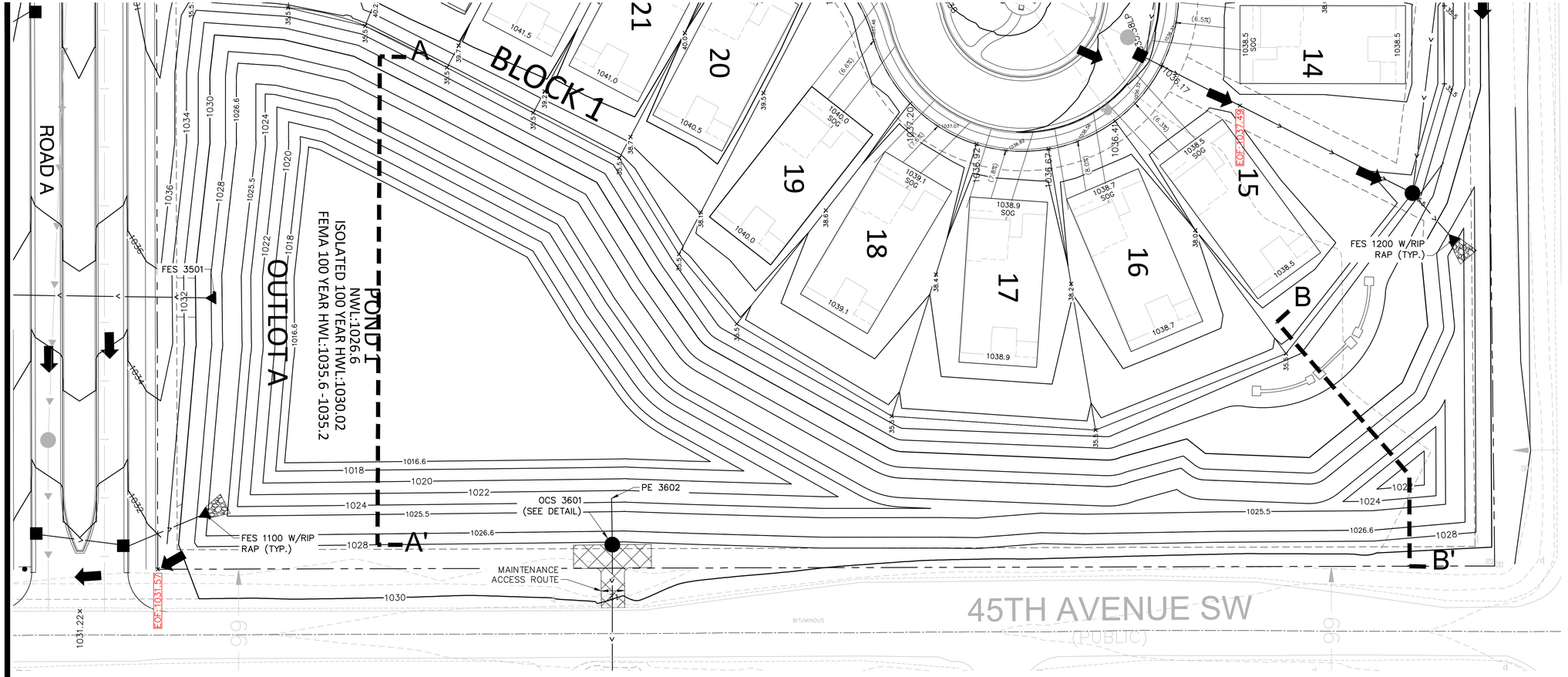
PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

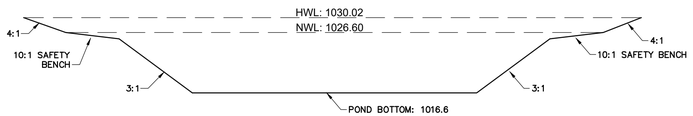
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Sheet 46 of 100

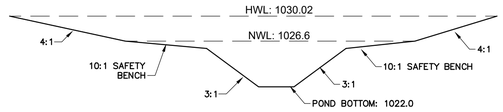
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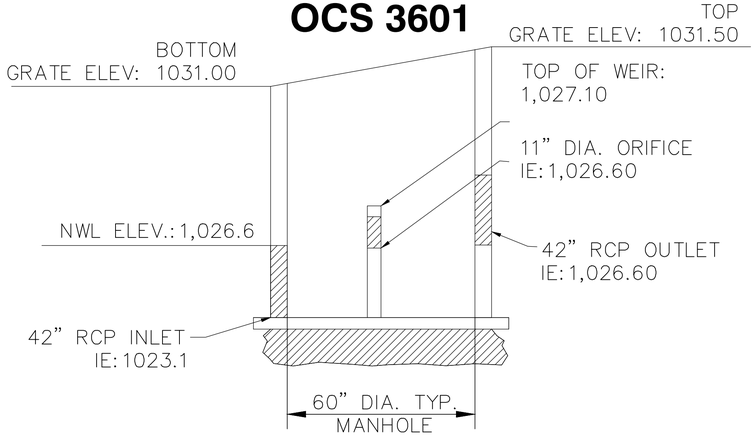
SECTION A-A' (NTS)



SECTION B-B' (NTS)



OCS 3601



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Preliminary Plat Submittal

Pond Details

DATE	DESCRIPTION
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By Date

PROJECT TEAM DATA

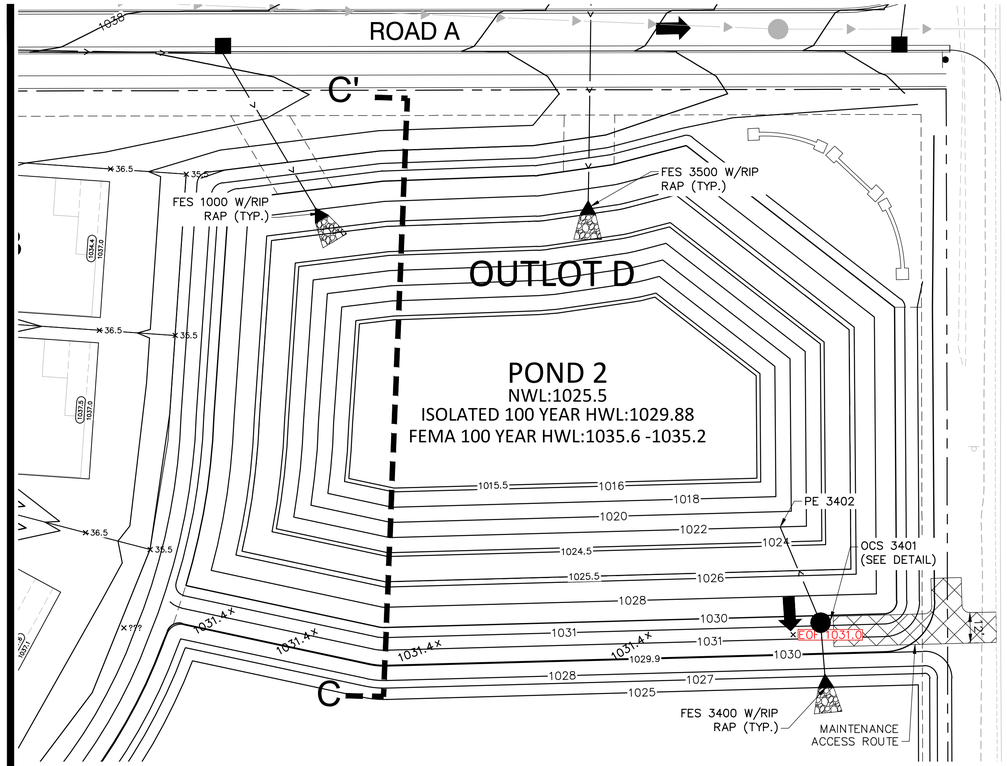
Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

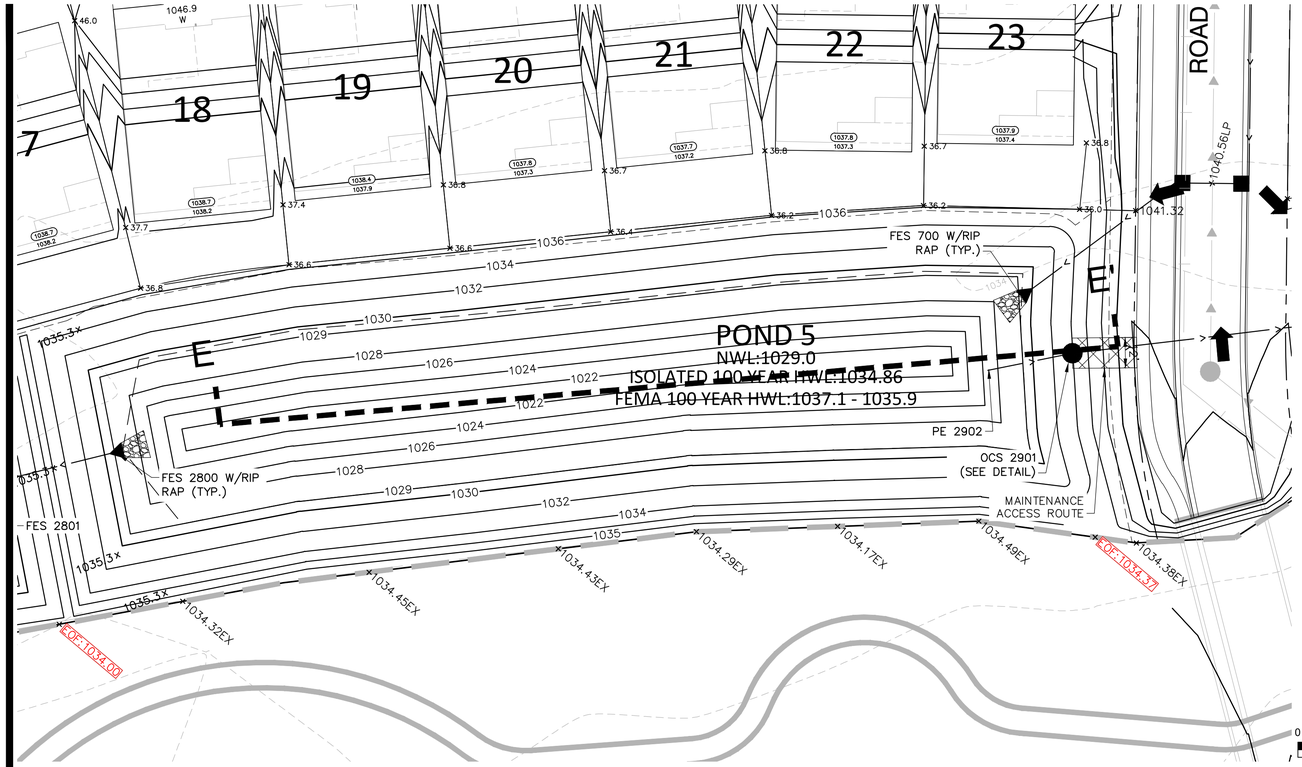
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Sheet 47 of 100

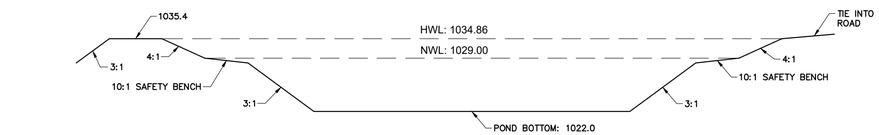
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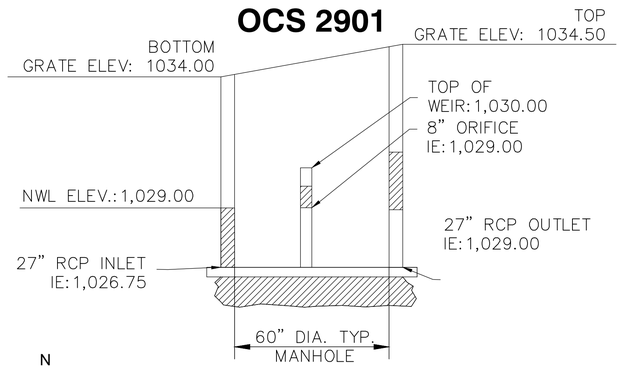
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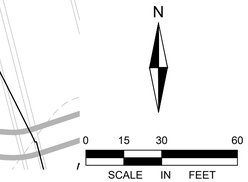

ROAD A
C'
C
OUTLOT D
POND 2
NWL:1025.5
ISOLATED 100 YEAR HWL:1029.88
FEMA 100 YEAR HWL:1035.6 -1035.2
FES 1000 W/RIP RAP (TYP.)
FES 3500 W/RIP RAP (TYP.)
FES 3400 W/RIP RAP (TYP.)
PE 3402
OCS 3401 (SEE DETAIL)
EOF:1031.0
MAINTENANCE ACCESS ROUTE
1015.5
1016
1018
1020
1022
1024
1024.5
1025
1025.5
1026
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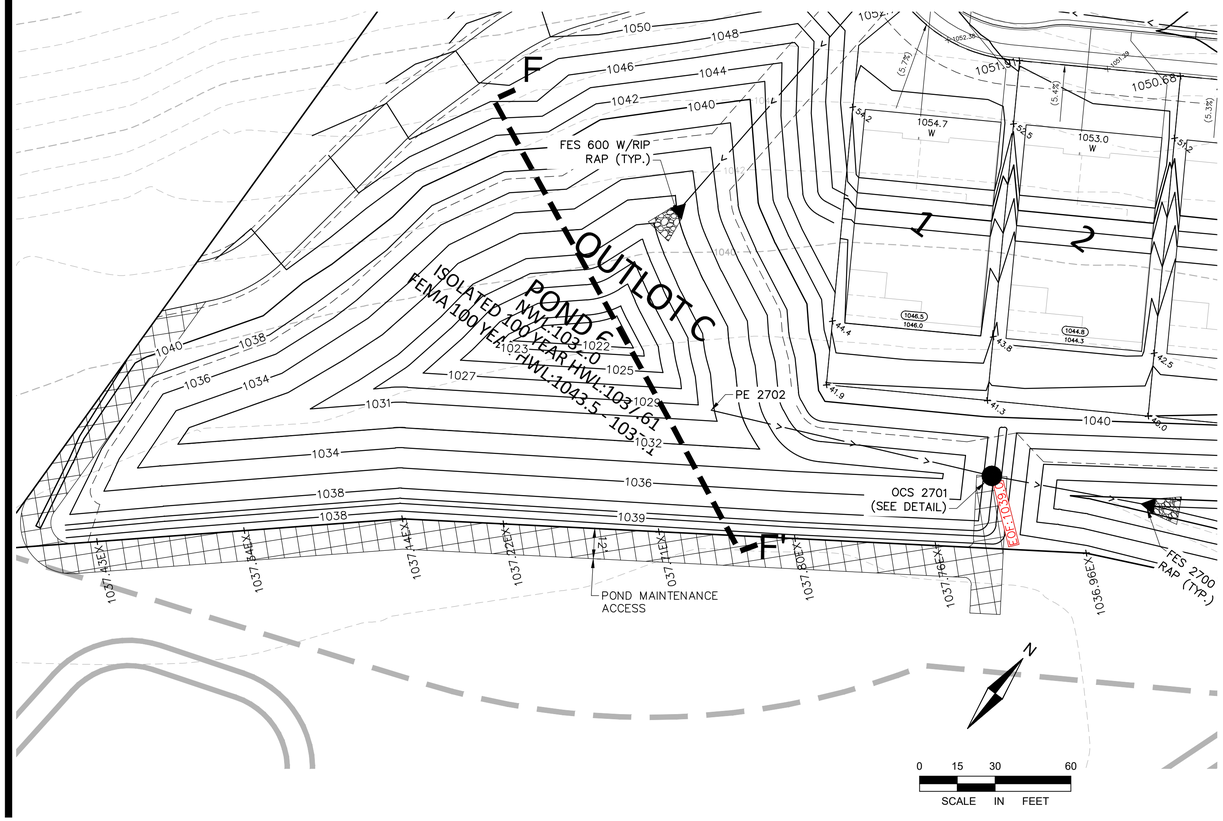


SECTION E-E' (NTS)

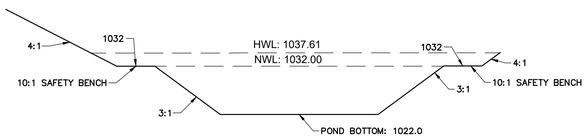


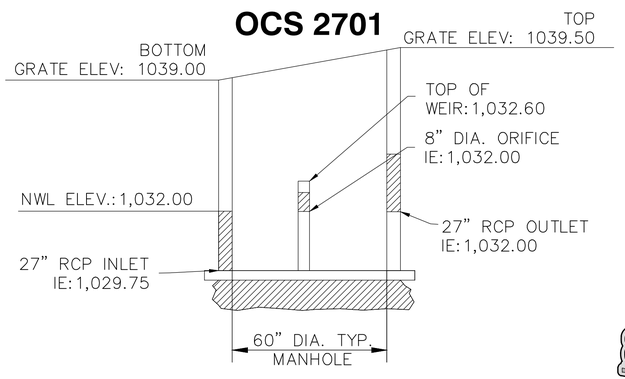






SECTION F-F' (NTS)





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Pond Details

DATE	DESCRIPTION
11.12.25	City Submittal

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Signature

Date License no.

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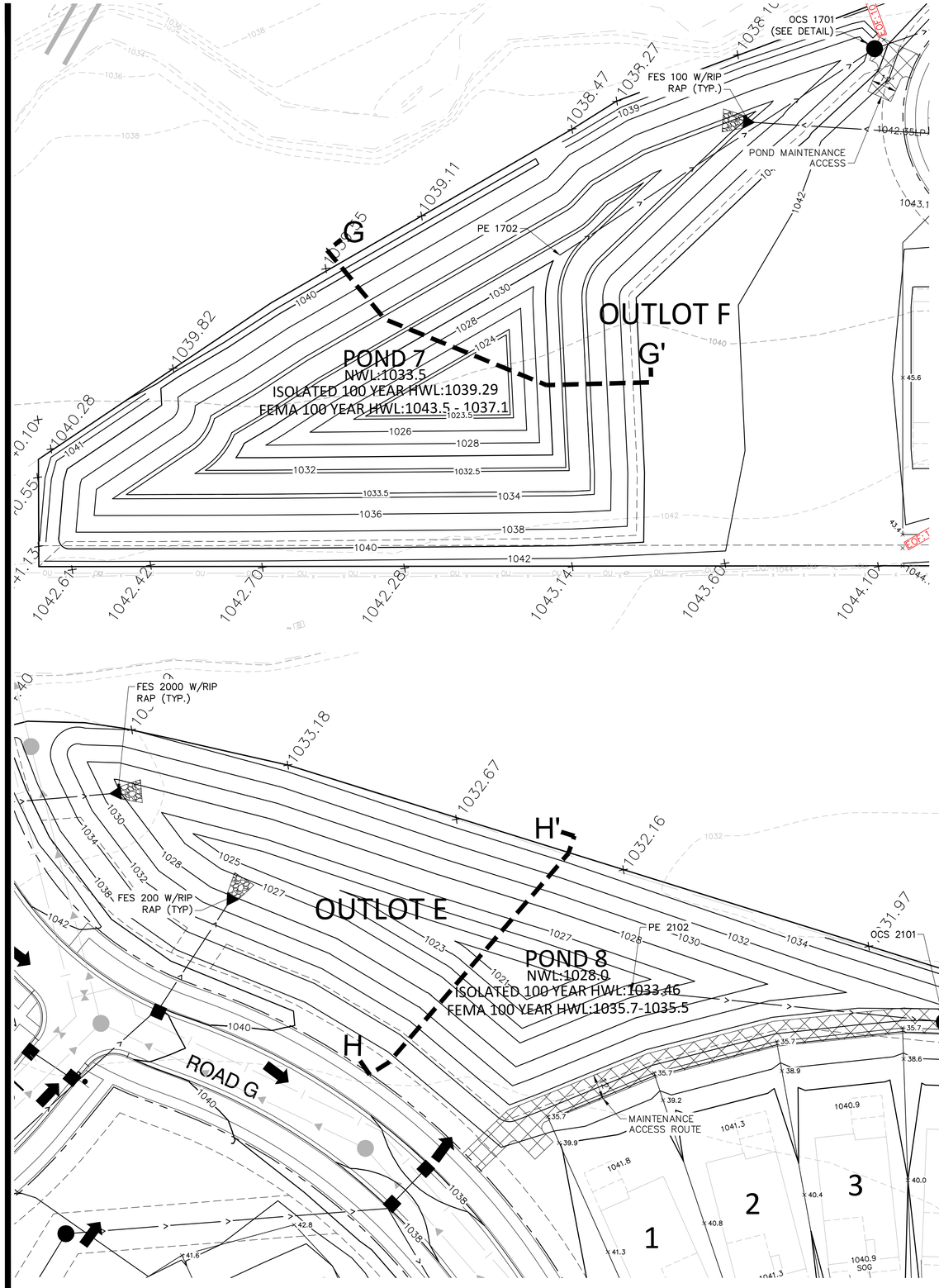
PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

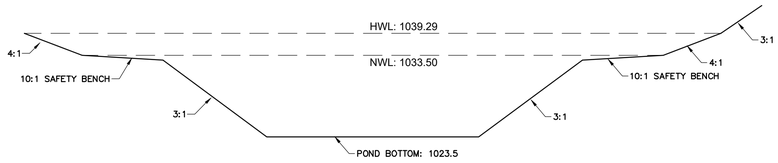
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Sheet 49 of 100

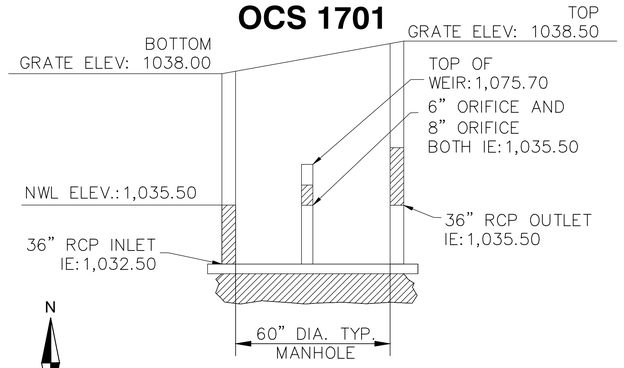
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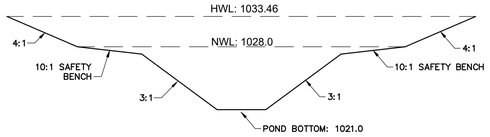
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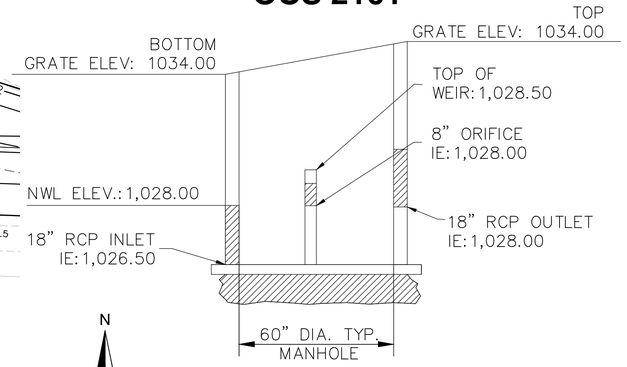
OCS 1701



SECTION H-H' (NTS)



OCS 2101



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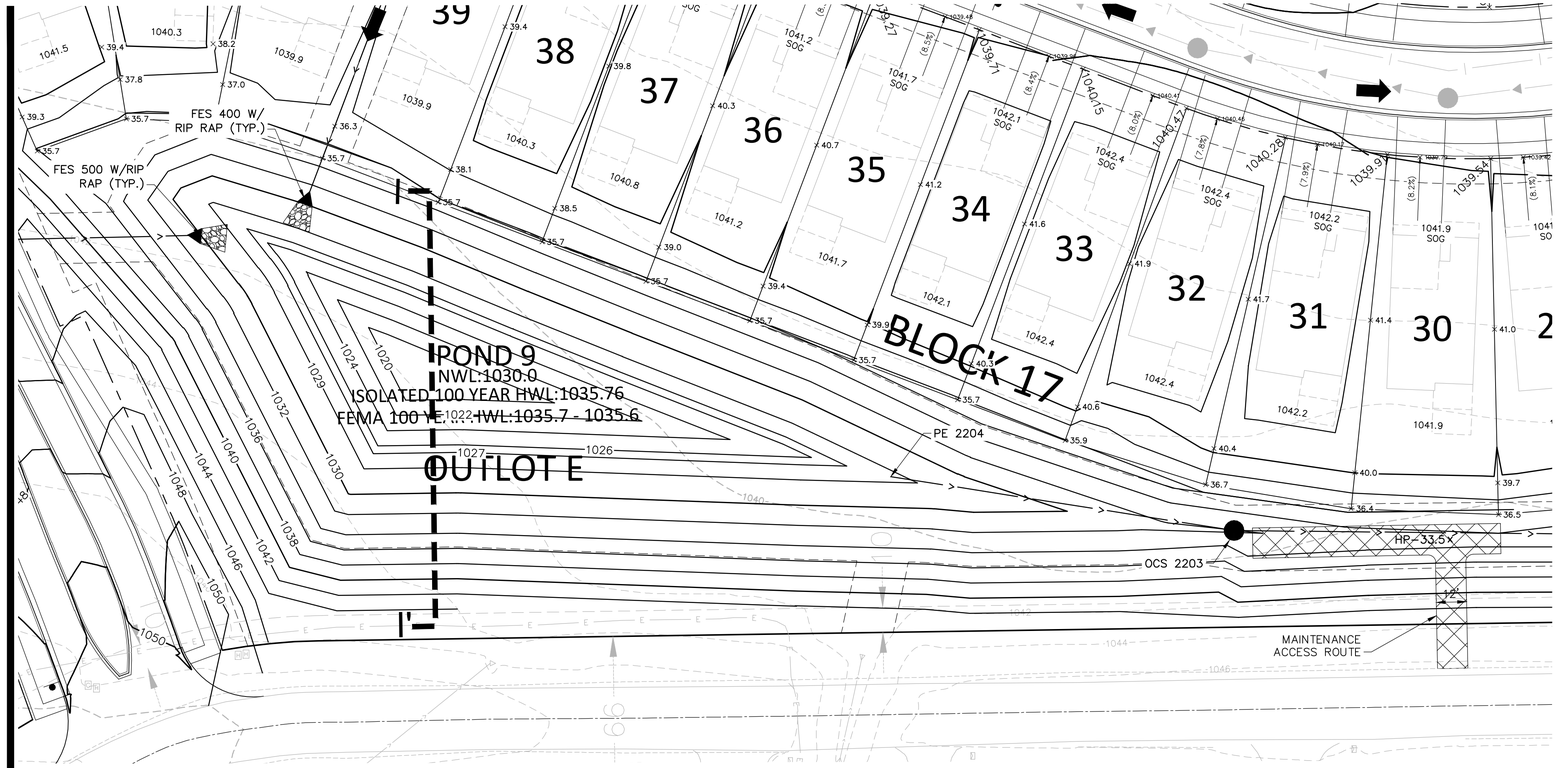
Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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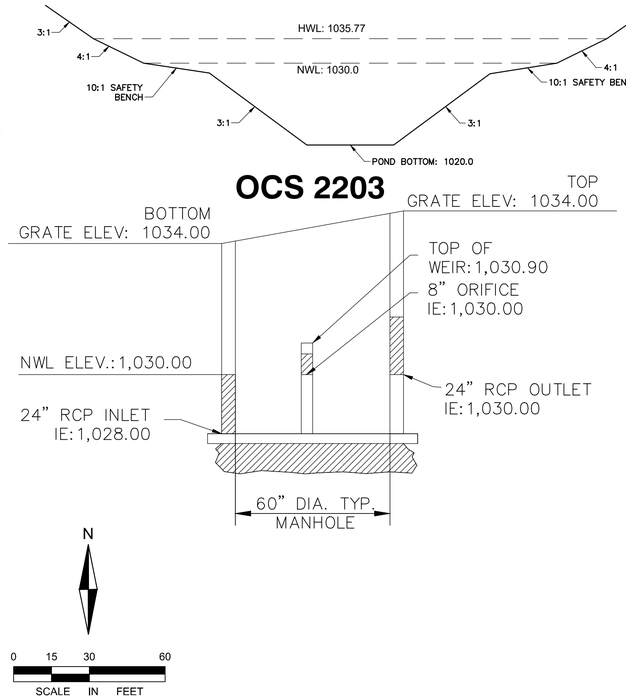
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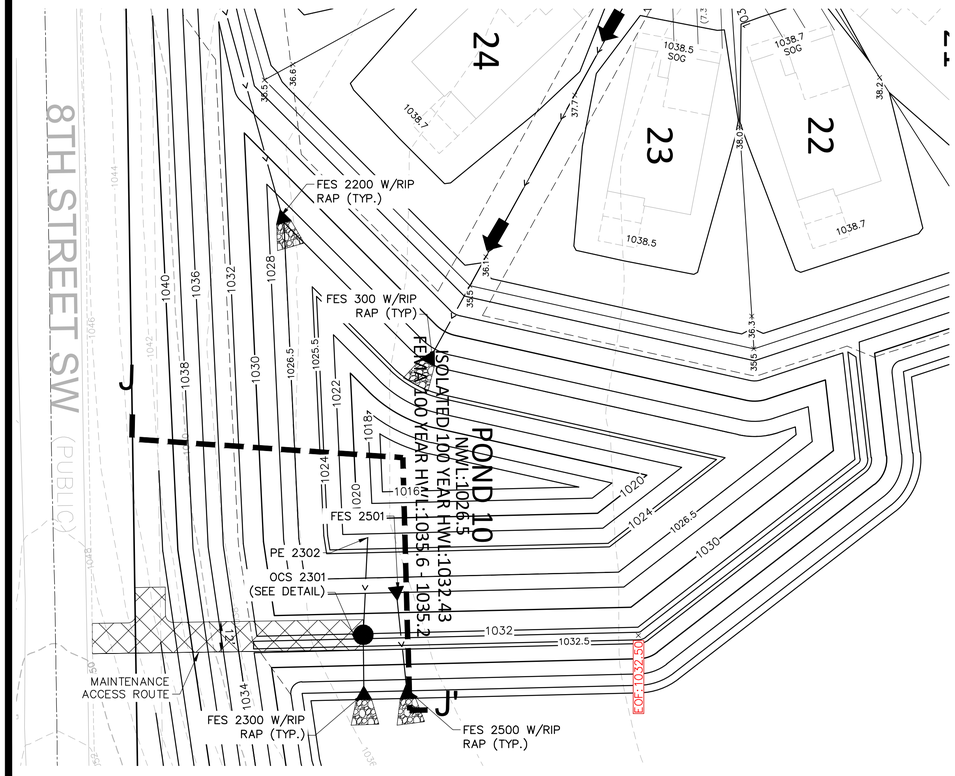
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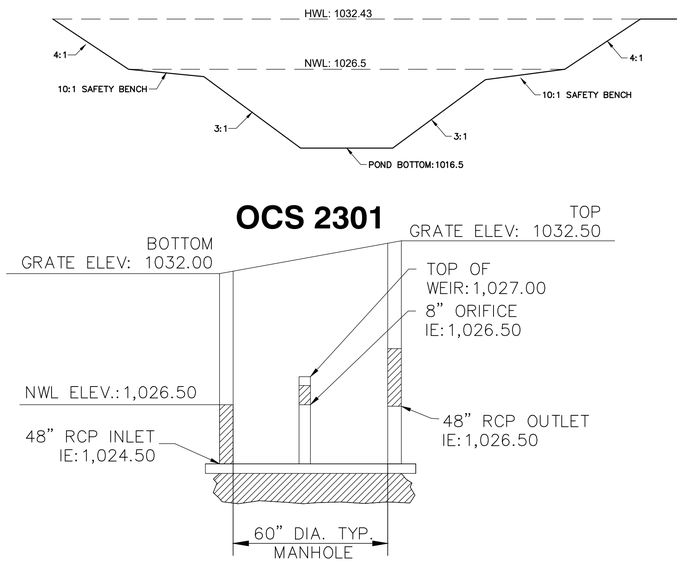


SECTION I-I' (NTS)





SECTION J-J' (NTS)



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Date License no.

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By Date

PROJECT TEAM DATA

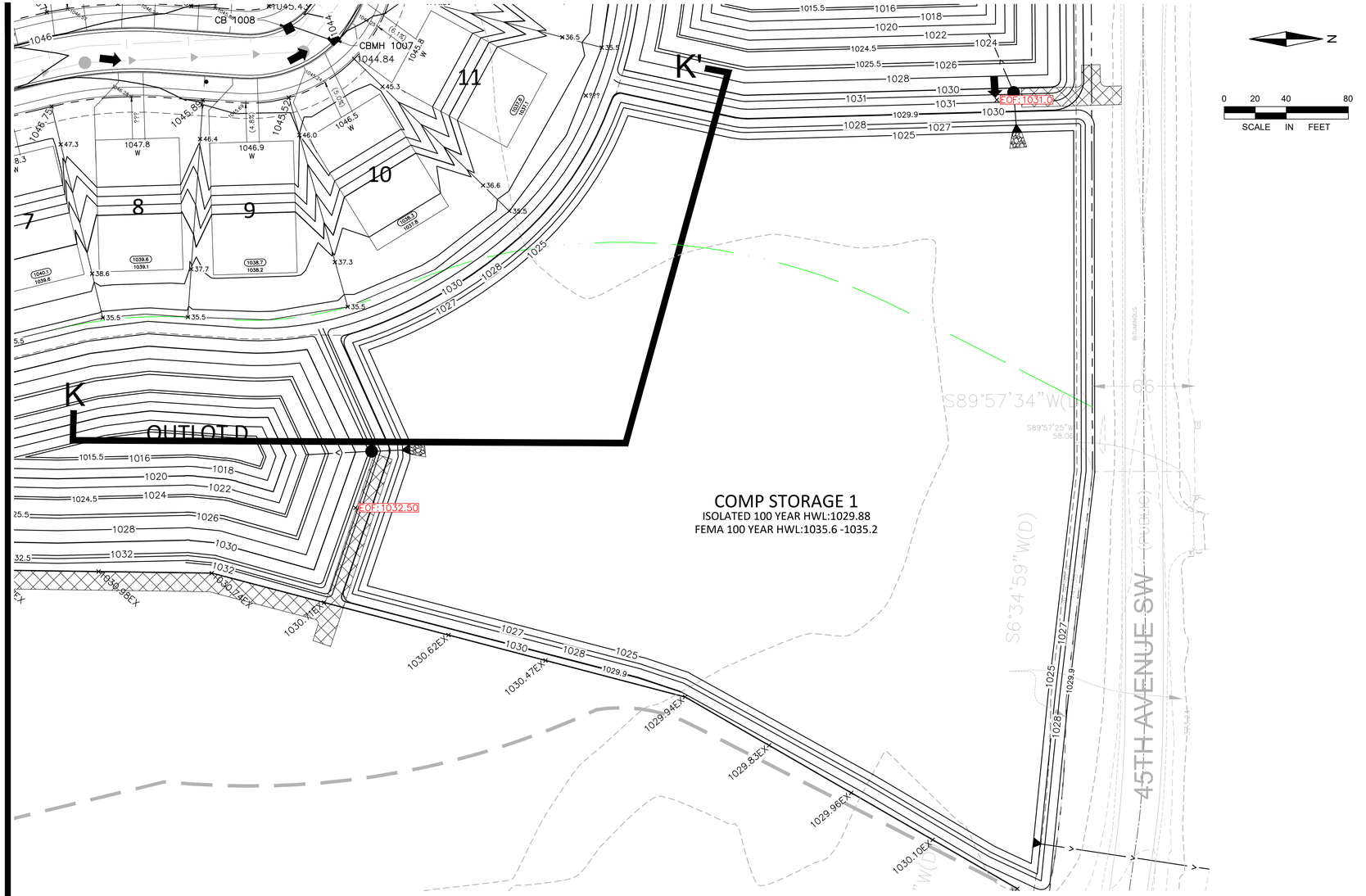
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Drafted By: TMA, ELL, CES
Project No.: 4000569-00

51

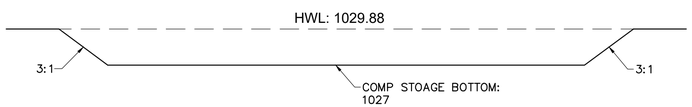
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1625



SECTION K-K' (NTS)



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Typed or Printed Name

Date License no.

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By Date

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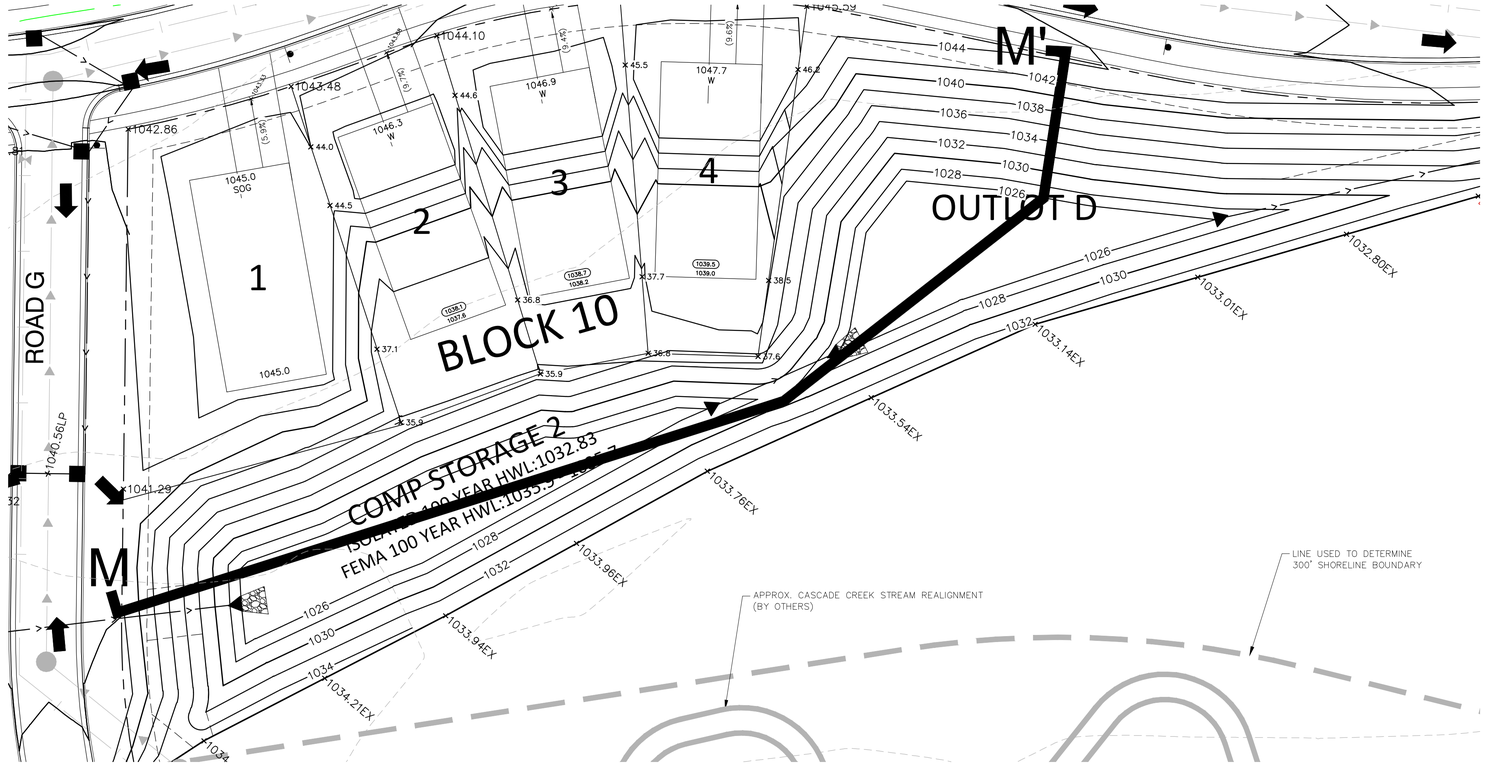
Designed By: TAS, LRJ, DJB
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Project No.: 4000569-00

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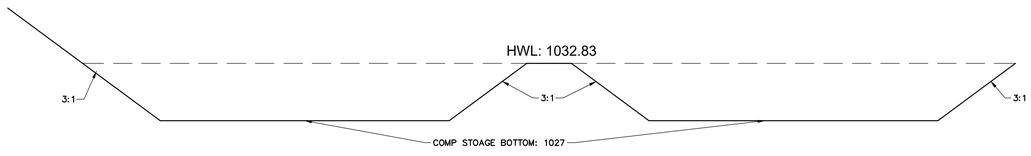
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1626



SECTION M-M' (NTS)



N

0 15 30 60

SCALE IN FEET

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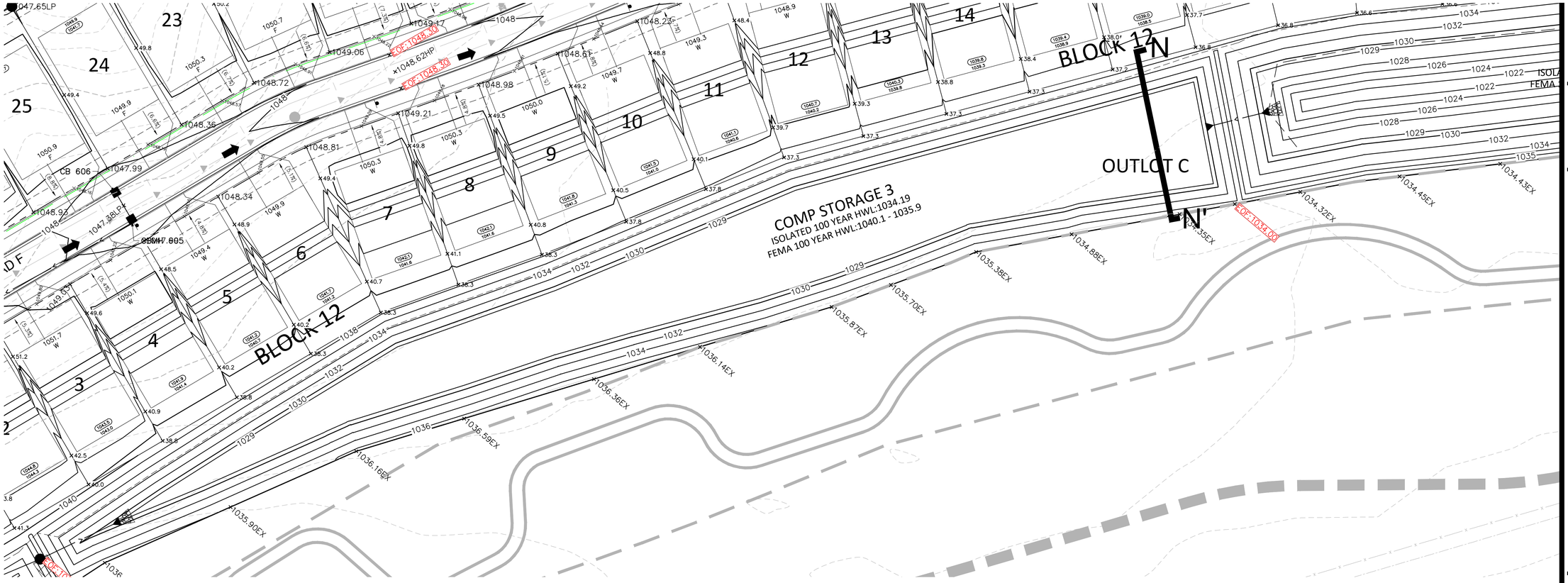
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Project No.: 4000569-00

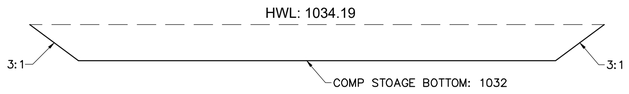
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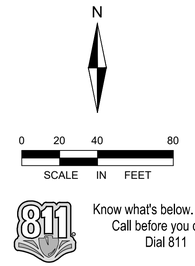
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SECTION N-N' (NTS)





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Date License no.

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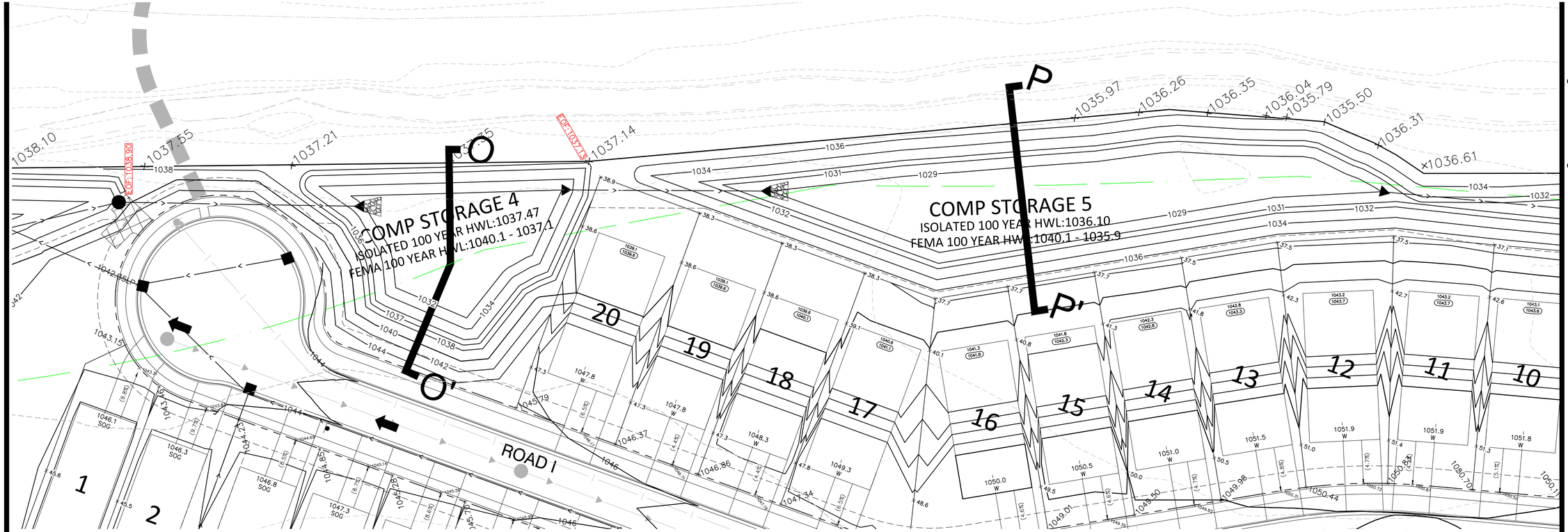
PROJECT TEAM DATA

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Project No.: 4000569-00

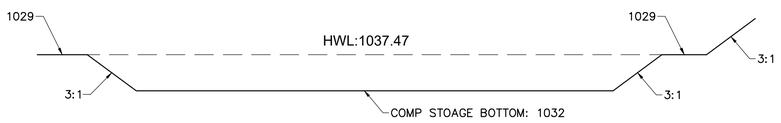
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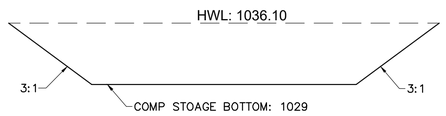
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SECTION O-O' (NTS)



SECTION P-P' (NTS)





0 15 30 60

SCALE IN FEET

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City Submittal	11-12-25

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Designed By: TAS, LRJ, DJB

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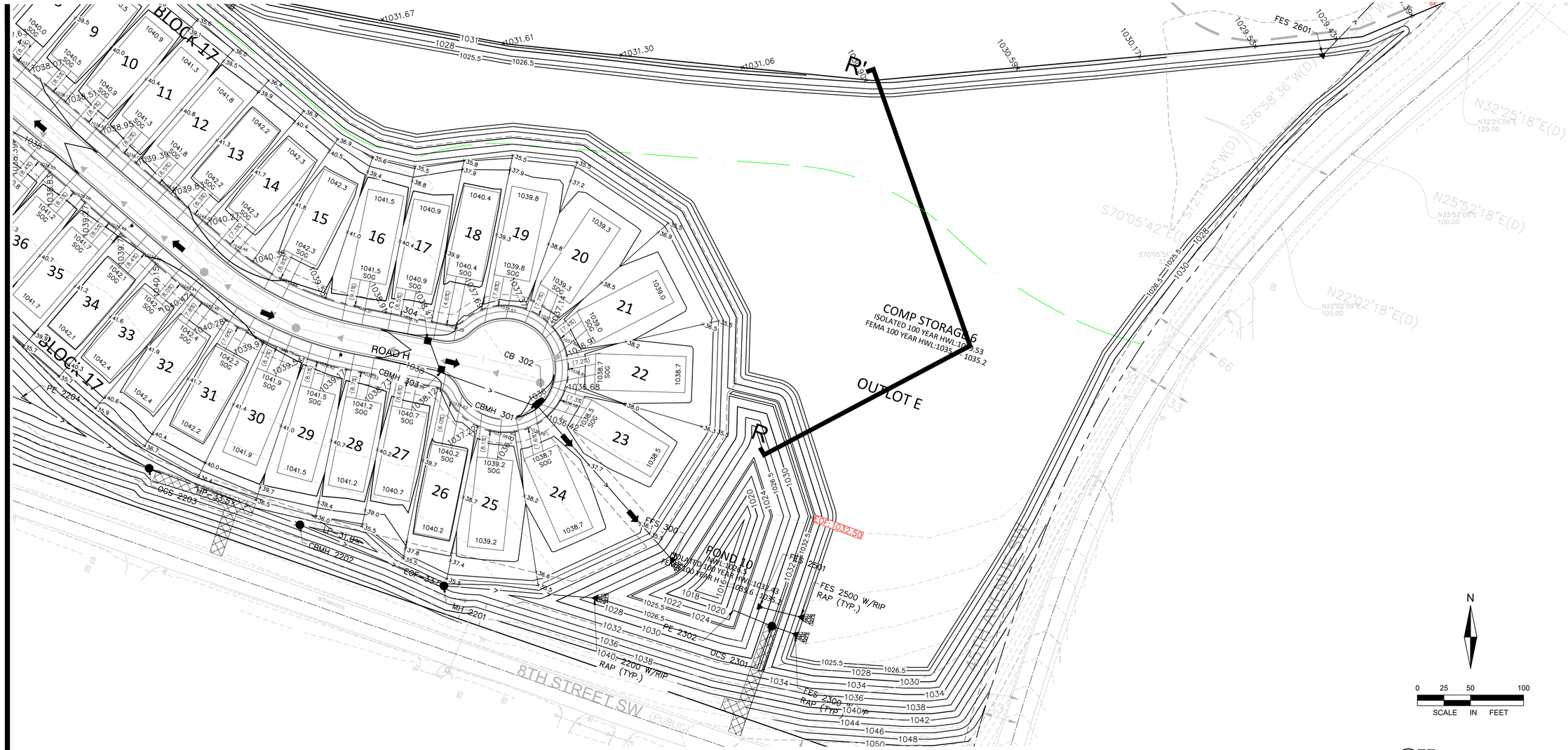
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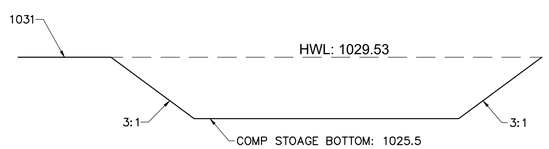
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1629



SECTION R-R' (NTS)



N

0 25 50 100
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Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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Sheet 56 of 100

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NOTE:

1. SEE SHEET 67 FOR ALL EROSION AND SEDIMENT CONTROL NOTES AND DETAILS.

NOTE TO CONTRACTOR:

THE MASS GRADING CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ALL EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES (BMPS) AS SHOWN IN THE SWPPP. THE BMPS ARE TO BE INSTALLED AT A MINIMUM AS SHOWN IN THE PLAN, IF CONDITIONS ARISE, ADDITIONAL BMP SUPPLEMENTATION TO PREVENT SITE EROSION OR SEDIMENT TRANSPORT MAY BE NECESSARY. THE MASS GRADING CONTRACTOR IS RESPONSIBLE FOR ALL BMPS REQUIRED TO COMPLETE THE MASS GRADING ACTIVITIES. THE MASS GRADING CONTRACTOR IS RESPONSIBLE FOR FINAL SITE STABILIZATION. UTILITY CONTRACTOR INSTALLING UTLITIES MUST MAINTAIN ALL BMPS IN PLACE. STREET CONTRACTOR INSTALLING STREETS MUST MAINTAIN ALL BMPS IN PLACE. AT THE COMPLETION OF PROJECT WORK AND SATISFACTORY SITE SOIL STABILIZATION A NOTICE OF TERMINATION (NOT) SHALL BE FILED ON MPCA WEBSITE. A NOTICE OF TERMINATION WILL CLOSE OUT THE PERMIT.

IMPAIRED WATER REQUIREMENT DURING CONSTRUCTION:

A. ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT IN NO CASE LATER THAN SEVEN (7) DAYS AFTER CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARY OR PERMANENTLY CEASED.

B. TEMPORARY SEDIMENT BASIN REQUIREMENTS DESCRIBED IN PART III, B.1.5 MUST BE USED FOR COMMON DRAINAGE LOCATIONS THAT SERVE AN AREA WITH FIVE (5) OF MORE ACRES AT A TIME.

ACTIVE SWPPP LEGEND

CONSTRUCTION SEQUENCE	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
MULCH BERM													
FIBER ROLLS / MULCH SOCKS													
SILT FENCE													
TEMPORARY MULCH COVER													
TEMPORARY HYDROMULCH													
EROSION CONTROL BLANKET													
ROCK DRIVEWAY / ROCK PADS													
INLET PROTECTION DEVICES													
PAVEMENT (DRIVEWAY/ROADS)													
SOD													
STOCKPILES													

NOTE: CONTRACTOR, GENERAL CONTRACTOR OR SWPPP INSPECTOR TO COMPLETE TABLE AS GRADING PROGRESSES



EROSION CONTROL PARTIES

INSPECTOR:
TBD: MPCA CERTIFIED SWPPP INSPECTOR

DESIGNER:
TBD: MPCA CERTIFIED SWPPP DESIGNER

INSTALLER:
TBD: MPCA CERTIFIED SWPPP INSTALLER

RESPONSIBLE PARTY:
PULTE GROUP

SWPPP BMP QUANTITIES (PER PLAN)

DISTURBED AREA	XX AC
EROSION CONTROL BLANKET	XX SY
SILT FENCE	XX LF
INLET	XX EA

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VICINITY MAP
NOT TO SCALE

LEGEND:

- PRE — SF — SILT FENCE (PRE-GRADING)
- INLET PROTECTION
- EROSION CONTROL BLANKET
- ROCK CONSTRUCTION ENTRANCE

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Erosion & Sediment Control Plan - Overall

DESCRIPTION	DATE
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Signature

Date License no.

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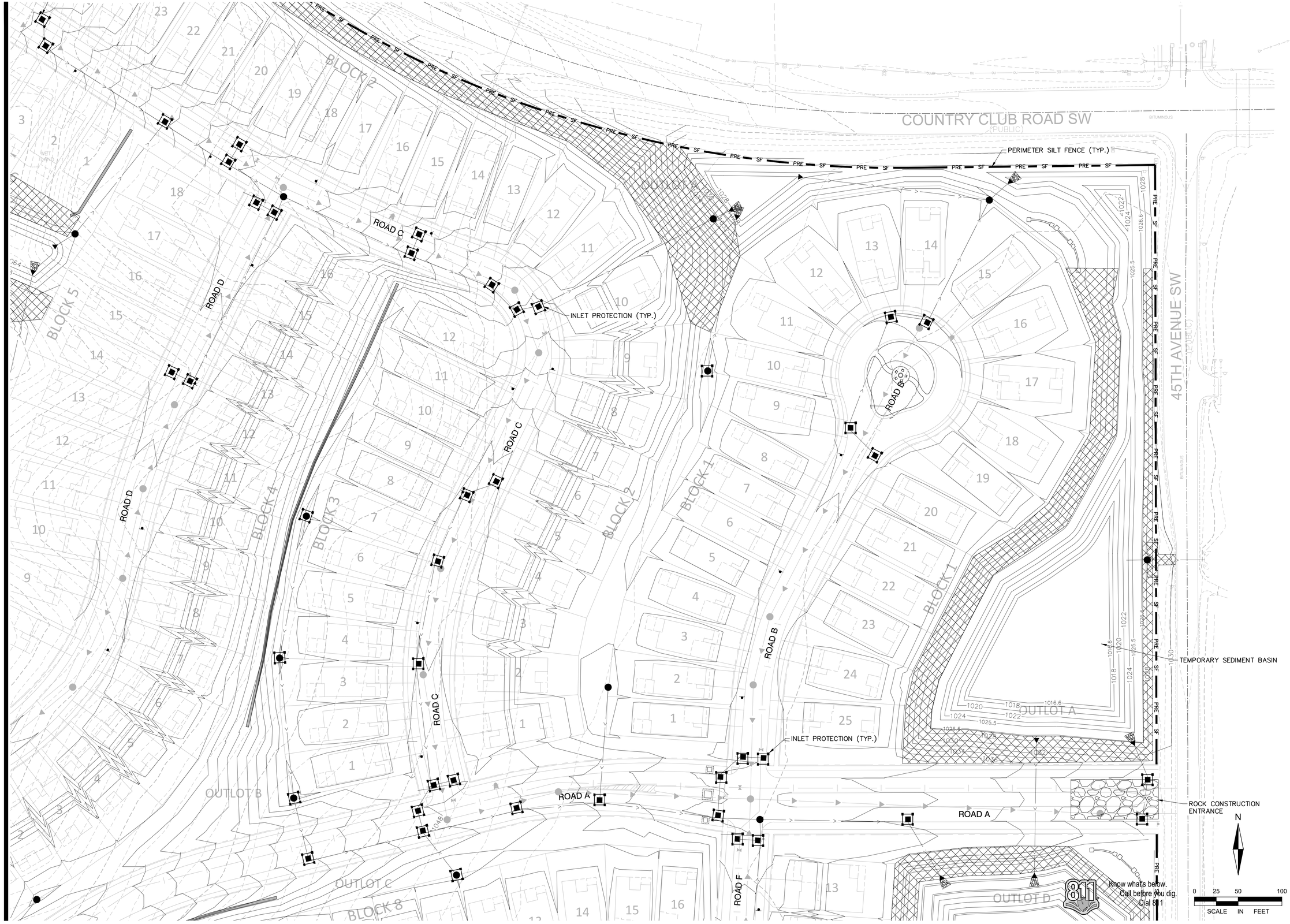
PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

57

Sheet 57 of 100

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Erosion & Sediment Control Plan - View A

DESCRIPTION	DATE
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Drafted By: TMA, ELL, CES

Project No.: 4000569-00

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Sheet 58 of 100

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Erosion & Sediment Control Plan - View B

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Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

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Sheet 59 of 100

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Erosion & Sediment Control Plan - View C

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Date License no.

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PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

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Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

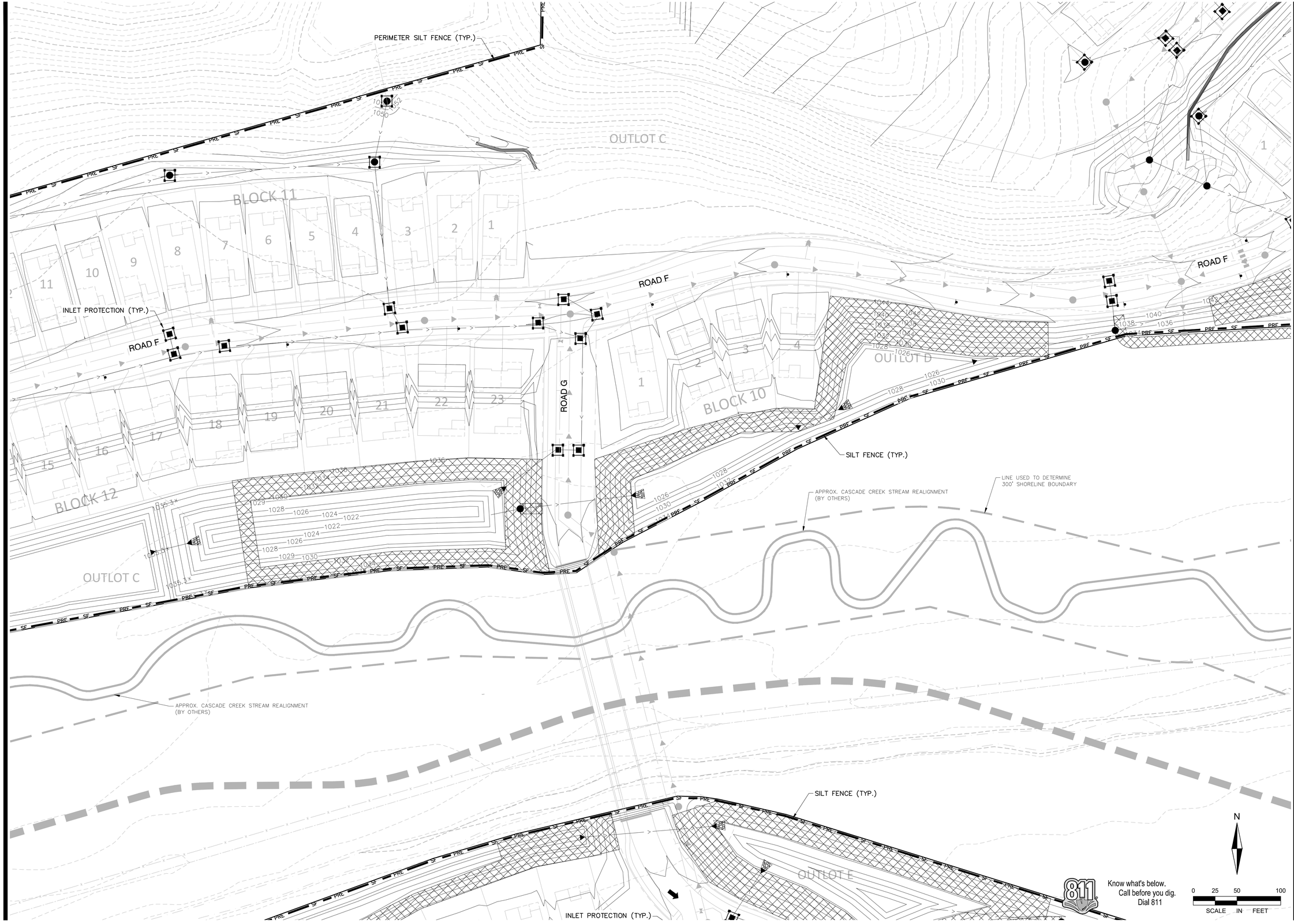
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Drafted By: TMA, ELL, CES

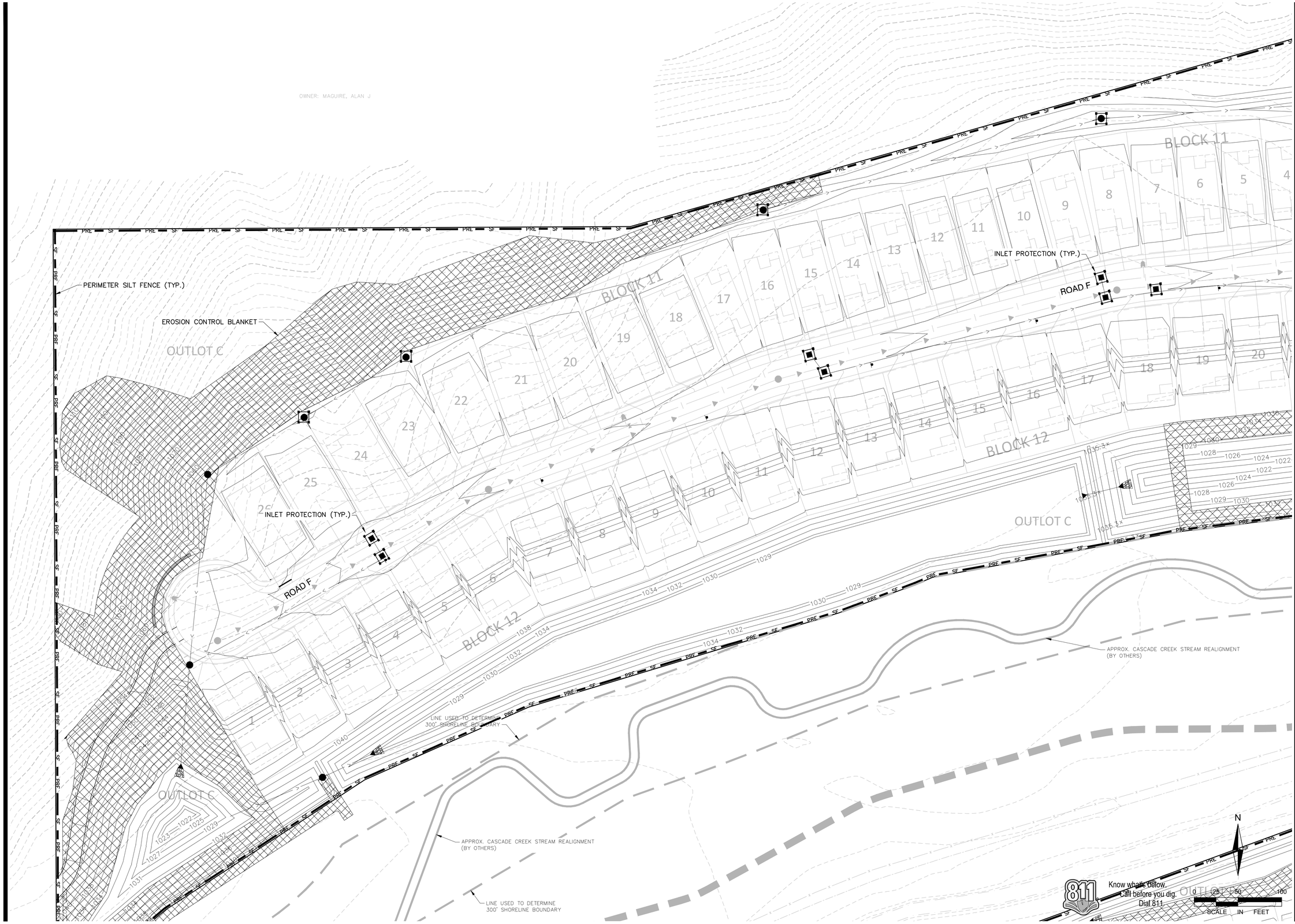
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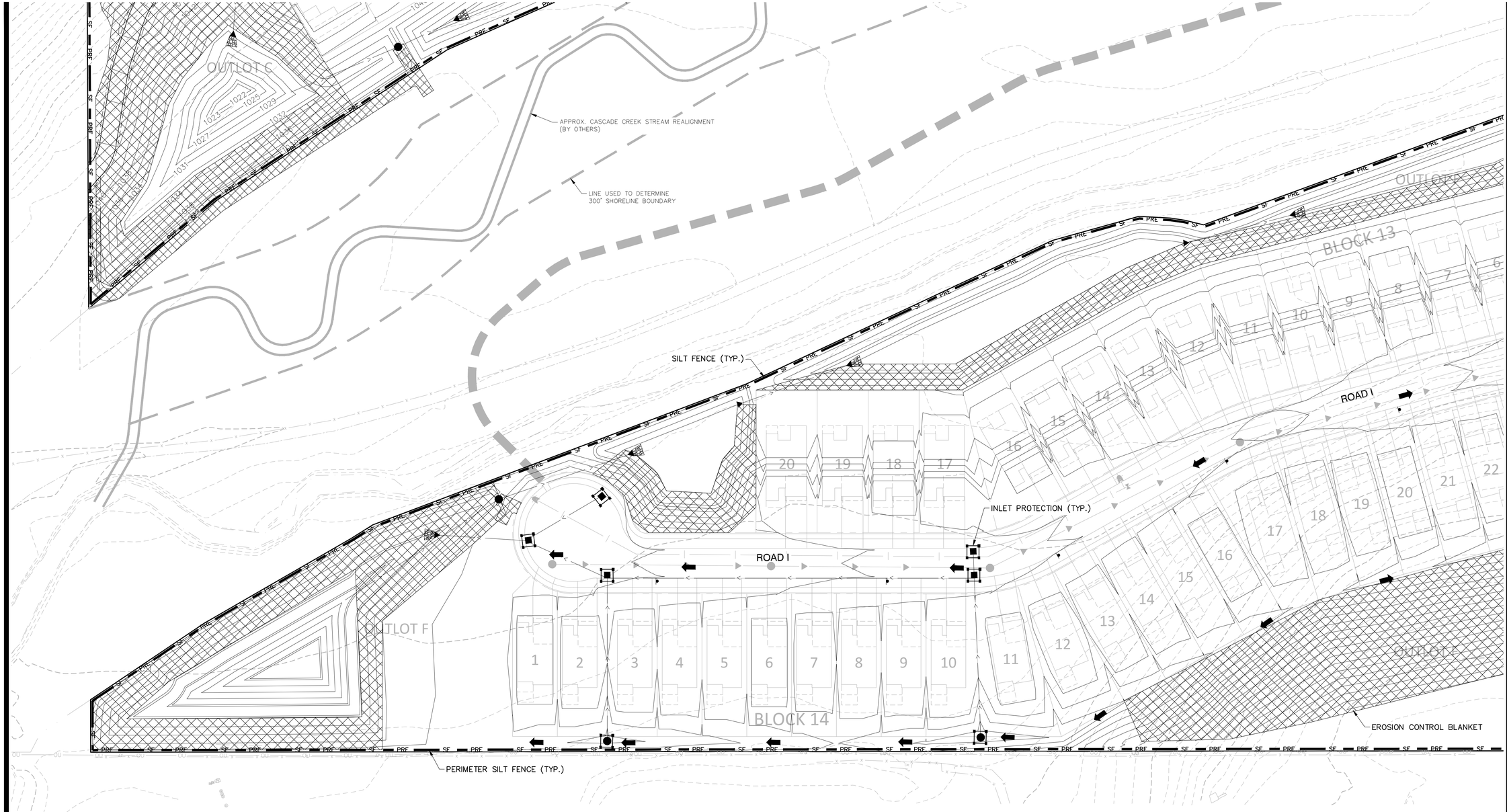
Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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Designed By: TAS, LRJ, DJB
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Project No.: 4000569-00

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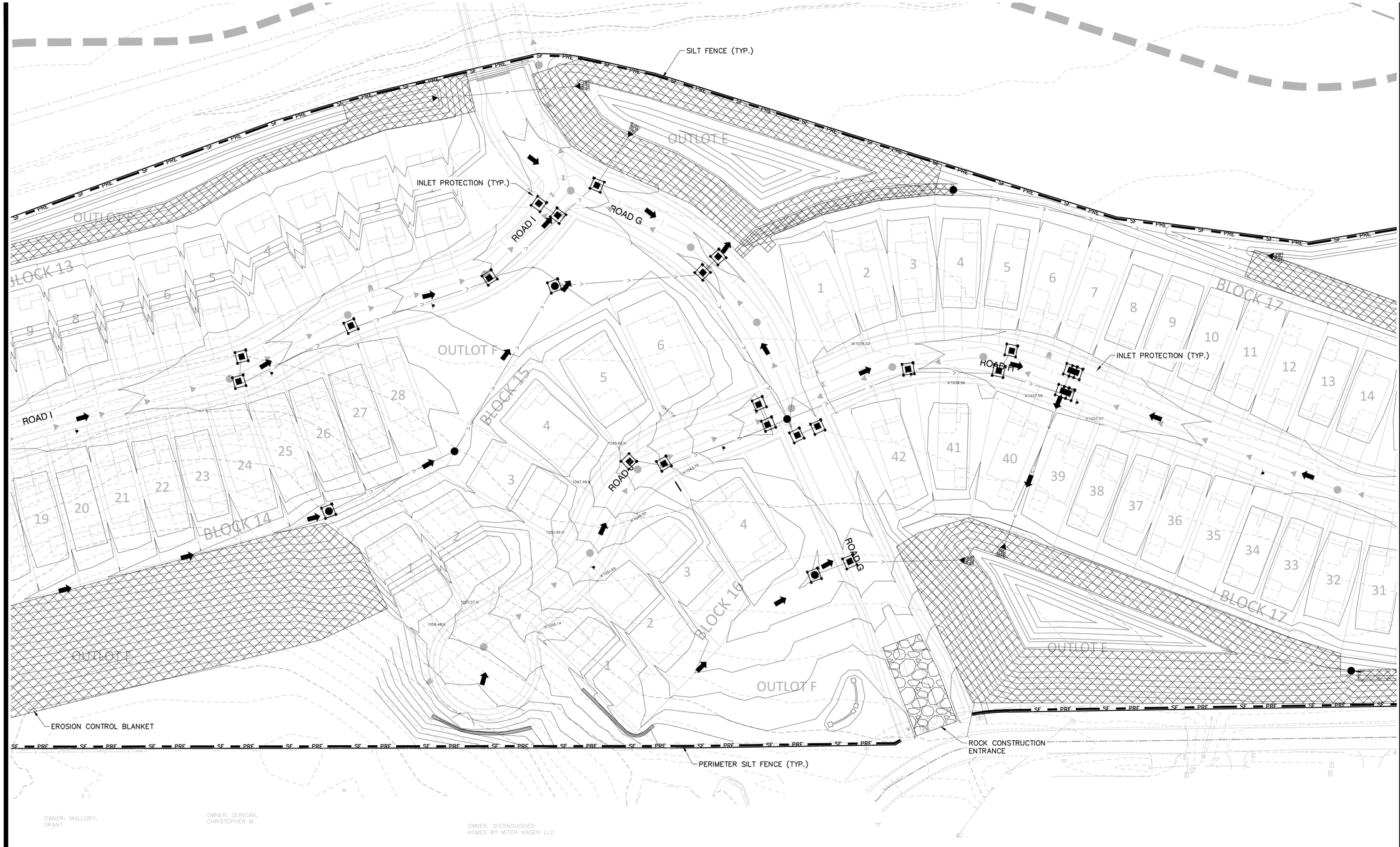
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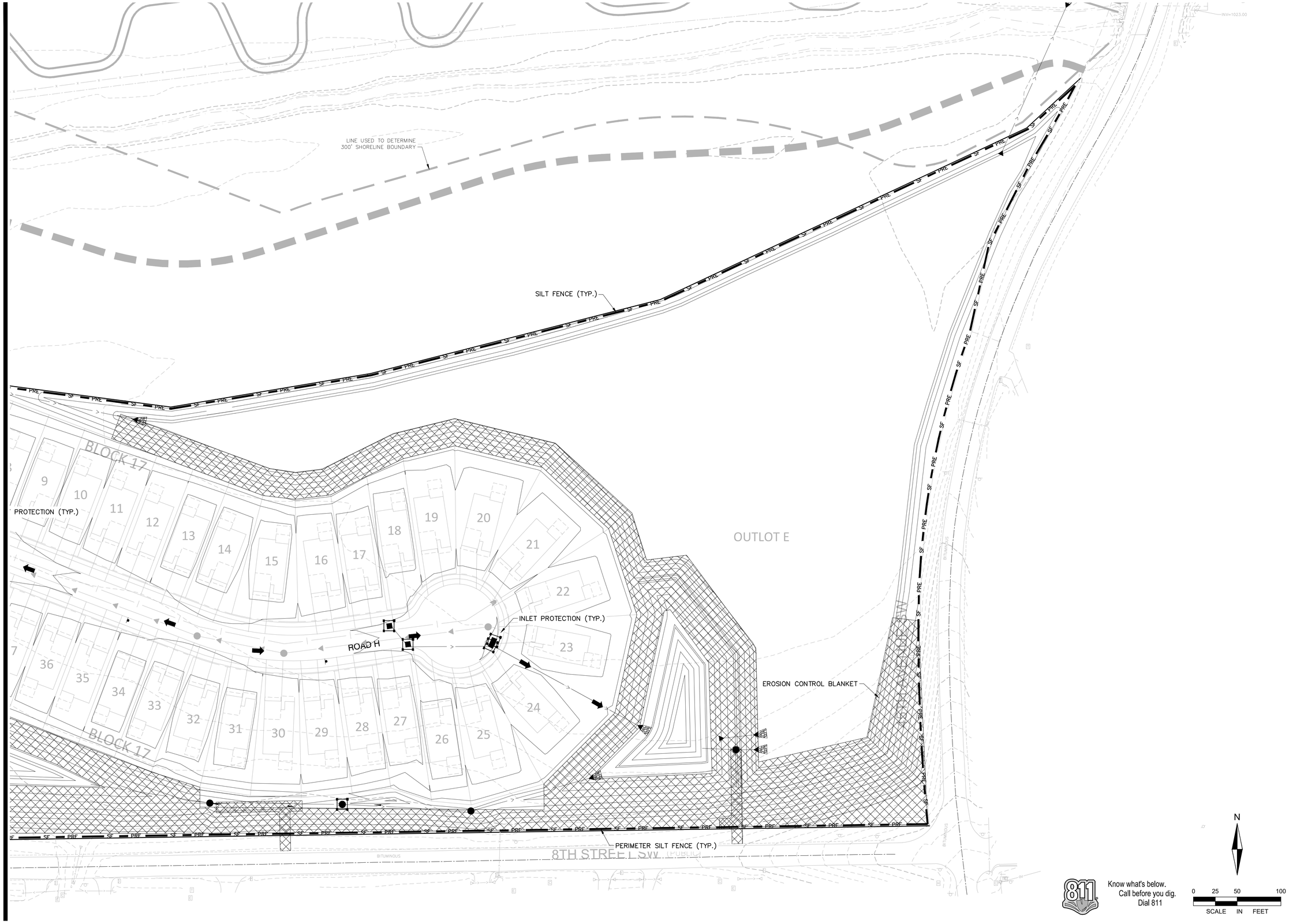
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Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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EROSION CONTROL GENERAL NOTES:

1. NO LAND DISTURBING ACTIVITY SHALL OCCUR UNTIL A GRADING PERMIT HAS BEEN ISSUED FROM THE CITY OF ROCHESTER AND THE WATERSHED DISTRICT. UNLESS EXPRESSLY EXTENDED BY A PERMIT.
2. BEST MANAGEMENT PRACTICES (BMP'S) REFER TO EROSION AND SEDIMENT CONTROL PRACTICES DEFINED IN THE MPCA PROTECTING WATER QUALITY IN URBAN AREAS AND THE MINNESOTA CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL PLANNING HANDBOOK.
3. ALL BMP'S SELECTED SHALL BE APPROPRIATE FOR THE TIME OF YEAR, SITE CONDITIONS, AND ESTIMATED DURATION OF USE.
4. ALL WORK AND MATERIALS SHALL BE CONSTRUCTED ACCORDING TO THE APPROVED PLANS. ANY DEVIATION FROM THE APPROVED PLANS SHALL REQUIRE WRITTEN APPROVAL FROM THE ENGINEER OF RECORD.
5. A COPY OF THESE PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS. PLANS, SWPPP TO BE LOCATED ONSITE IN MAILBOX.
6. THE BOUNDARIES OF THE LAND DISTURBANCE LIMITS SHOWN ON THE PLANS SHALL BE CLEARLY FLAGGED IN THE FIELD PRIOR TO CONSTRUCTION. NO DISTURBANCE BEYOND THE DISTURBED LIMITS.
7. WHEREVER POSSIBLE, PRESERVE THE EXISTING TREES, GRASS AND OTHER VEGETATIVE COVER TO HELP FILTER RUNOFF.
8. ESTABLISH A PERMANENT VEGETATIVE COVER ON ALL EXPOSED SOILS WHERE LAND IS COMING OUT OF AGRICULTURAL PRODUCTION. PLANT AS SOON AS POSSIBLE TO ESTABLISH DENSE GRASS FILTER PRIOR TO CONSTRUCTION AND TO MINIMIZE WEED GROWTH.
9. ALL TREES NOT LISTED FOR REMOVAL SHALL BE PROTECTED. DO NOT OPERATE EQUIPMENT WITHIN THE DRIPLINE, ROOT ZONES OR WITHIN TREE PROTECTION FENCE AREAS.
10. ALL EROSION AND SEDIMENT CONTROL FACILITIES (BMP'S) SHALL BE INSTALLED AND IN OPERATION PRIOR TO LAND DISTURBANCE ACTIVITIES AND THEY SHALL BE SATISFACTORILY MAINTAINED UNTIL CONSTRUCTION IS COMPLETED AND THE POTENTIAL FOR EROSION HAS PASSED.
11. SEDIMENT BARRIERS ARE REQUIRED AT DOWN GRADIENT PERIMETER OF DISTURBED AREAS AND STOCKPILES. PROTECT WETLANDS, WATERCOURSES AND ADJACENT PROPERTIES FROM SEDIMENTATION AND STORMWATER RUNOFF.
12. THE BMP'S SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, THE PERMITTEE/CONTRACTOR SHALL ANTICIPATE THAT MORE BMP'S WILL BE NECESSARY TO ENSURE EROSION AND SEDIMENT CONTROL ON THE SITE. DURING THE COURSE OF CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY CONSTRUCTION ACTIVITIES AND/OR CLIMATIC EVENTS AND TO PROVIDE ADDITIONAL BMP'S OVER AND ABOVE THE MINIMUM REQUIREMENTS SHOWN ON THE PLANS, AS MAY BE NEEDED TO PROVIDE EFFECTIVE PROTECTION OF WATER AND SOIL RESOURCES.
13. THE BMP'S SHALL BE INSPECTED DAILY BY THE PERMITTEE/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
14. LAND DISTURBING ACTIVITIES SHALL OCCUR IN INCREMENTS OF WORKABLE SIZE SUCH THAT ADEQUATE BMP CONTROL CAN BE PROVIDED THROUGHOUT ALL PHASES OF CONSTRUCTION. THE SMALLEST PRACTICAL AREA SHALL BE EXPOSED OR OTHERWISE DISTURBED AT ANY ONE TIME.
15. OPERATE TRACK EQUIPMENT (DOZER) UP AND DOWN EXPOSED SOIL SLOPES ON FINAL PASS, LEAVING TRACK GROOVES PERPENDICULAR TO THE SLOPE. DO NOT BACK-BLADE. LEAVE A SURFACE ROUGH TO MINIMIZE EROSION.
16. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED FROM EROSION WITHIN 7 DAYS OF SUBSTANTIAL COMPLETION OF GRADING IN THAT AREA. TEMPORARY SEED AND MULCH SHALL COVER ALL EXPOSED SOILS IF GRADING COMPLETION IS DELAYED LONGER THAN 7 DAYS.
17. GENERAL TEMPORARY SEED SHALL BE MNDOT MIX 190 @ 100 LBS. PER ACRE OR APPROVED EQUAL. PERMANENT SEED SHALL BE MNDOT MIX 270 @ 120 LBS. PER ACRE OR APPROVED EQUAL. (PLANTING DATES PER SPEC 2575) MULCH SHALL BE MNDOT TYPE 1 (CLEAN OAT STRAW) @ 2 TONS PER ACRE AND DISK ANCHORED IN PLACE OR APPROVED EQUAL. FERTILIZER SHALL BE 80-80-80 NPK PER ACRE (UNLESS P RESTRICTIONS APPLY) AND INCORPORATED INTO THE SEED BED.
18. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PROPERLY DISPOSED OF WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.

SEDIMENT CONTROL PRACTICES:

1. SEDIMENT CONTROL PRACTICES MUST MINIMIZE SEDIMENT FROM ENTERING SURFACE WATERS, INCLUDING CURB AND GUTTER SYSTEMS AND STORM SEWER INLETS.
2. SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED ON ALL DOWN GRADIENT PERMITERS BEFORE ANY UPGRADIENT LAND DISTURBING ACTIVITIES BEGIN. THESE PRACTICES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION HAS BEEN ESTABLISHED.
3. THE TIMING OF THE INSTALLATION OF SEDIMENT CONTROL PRACTICES MAY BE ADJUSTED TO ACCOMMODATE SHORT-TERM ACTIVITIES SUCH AS CLEARING OR GRUBBING, OR PASSAGE OF VEHICLES. ANY SHORT-TERM ACTIVITY MUST BE COMPLETED AS QUICKLY AS POSSIBLE AND THE SEDIMENT CONTROL PRACTICES MUST BE INSTALLED IMMEDIATELY AFTER THE ACTIVITY IS COMPLETED. HOWEVER, SEDIMENT CONTROL PRACTICES MUST BE INSTALLED BEFORE THE NEXT PRECIPITATION EVENT EVEN IF THE ACTIVITY IS NOT COMPLETE.
4. TEMPORARY SOIL STOCKPILES MUST HAVE SEDIMENT BARRIERS OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORM WATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, OR CONDUITS AND DITCHES.
5. SITE CONSTRUCTION ENTRANCES SHALL BE LOCATED AS SHOWN ON THE PLAN.

POLLUTION PREVENTION MANAGEMENT MEASURES:

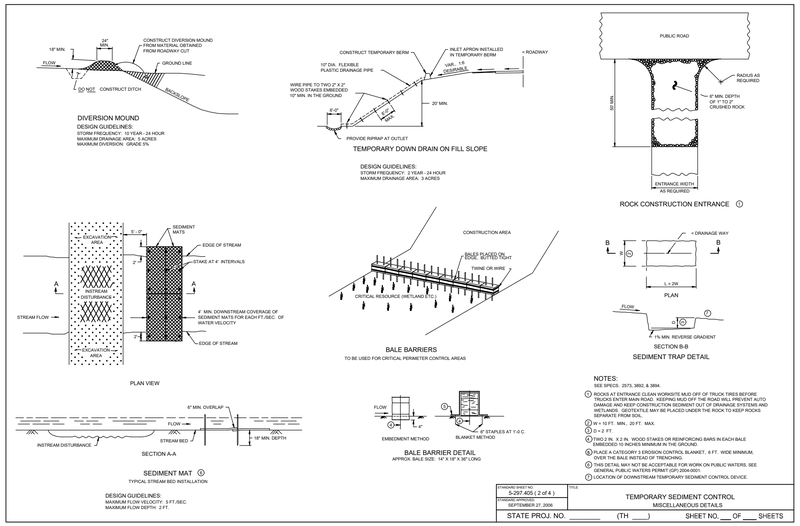
THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING POLLUTION PREVENTION MANAGEMENT MEASURES ON THE SITE:

1. SOLID WASTE: COLLECTED SEDIMENT, ASPHALT AND CONCRETE MILLINGS, FLOATING DEBRIS, PAPER, PLASTIC, FABRIC, CONSTRUCTION AND DEMOLITION DEBRIS AND OTHER WASTES MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.
2. HAZARDOUS MATERIAL: OIL, GASOLINE, PAINT AND ANY HAZARDOUS SUBSTANCES MUST BE PROPERLY STORED, INCLUDING SECONDARY CONTAINMENT, TO PREVENT SPILLS, LEAKS OR OTHER DISCHARGE. RESTRICTED ACCESS TO STORAGE AREAS MUST BE PROVIDED TO PREVENT VANDALISM. STORAGE AND DISPOSAL OF HAZARDOUS WASTE MUST BE IN COMPLIANCE WITH MPCA REGULATIONS.
3. CONCRETE WASHOUT IS DONE TRUCK BY TRUCK WITH A MOBILE WASHOUT SYSTEM PROVIDED AND COMPLETED BY THE CONCRETE CONTRACTOR. RUNOFF MUST BE CONTAINED AND WASTE PROPERLY DISPOSED OF.
4. NO ENGINE DEGREASING IS ALLOWED ON SITE.

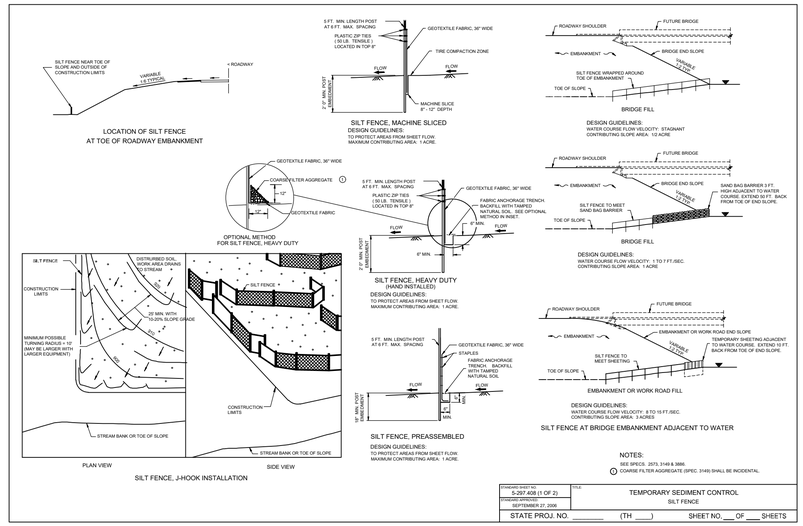
EROSION AND SEDIMENT CONTROL MAINTENANCE PROGRAM:

1. INSPECT SEDIMENT BARRIERS IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. IMMEDIATELY REPAIR FAILED OR FAILING SEDIMENT CONTROL LOGS.
2. REPLACEMENT - SHALL BE REPLACED PROMPTLY WHEN IT DECOMPOSES OR BECOMES INEFFECTIVE BEFORE THE BARRIER IS NO LONGER NECESSARY.
3. SEDIMENT REMOVAL - SEDIMENT DEPOSITS SHOULD BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-THIRD THE HEIGHT OF THE BARRIER.
4. REMOVAL OF SEDIMENT CONTROL LOG - SEDIMENT CONTROL LOG SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPWARD SLOPING AREA HAS BEEN PERMANENTLY STABILIZED. IF THE UPWARD SLOPING AREA IS TO BE EXPOSED LONGER THAN SIX (6) MONTHS, THAT AREA SHALL BE COVERED WITH TEMPORARY VEGETATION WHEN FIRST EXPOSED.
5. THE CONTRACTOR MUST ROUTINELY INSPECT THE CONSTRUCTION SITE ONCE EVERY SEVEN (7) DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS.
6. ALL INSPECTIONS AND MAINTENANCE CONDUCTED DURING CONSTRUCTION MUST BE RECORDED IN WRITING AND THESE RECORDS MUST BE RETAINED WITH THE SWPPP RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY SHALL INCLUDE:

   6.1. DATE AND TIME OF INSPECTIONS;
   6.2. NAME OF PERSON(S) CONDUCTING INSPECTIONS;
   6.3. FINDINGS OF INSPECTIONS, INCLUDING RECOMMENDATIONS FOR CORRECTIVE ACTIONS;
   6.4. CORRECTIVE ACTIONS TAKEN (INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVIES.
   6.5. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN 1/2 INCH (0.5 INCHES) IN 24 HOURS:
   6.6. DOCUMENTS OF CHANGES MADE TO THE SWPPP AS REQUIRED IN PART III.A.4.
7. WHERE PARTS OF THE CONSTRUCTION SITE HAVE UNDERGONE FINAL STABILIZATION, BUT WORK REMAINS ON OTHER PARTS OF SITE, INSPECTIONS OF THE STABILIZED AREAS MAY BE REDUCED TO ONCE PER MONTH. WHERE WORK HAS BEEN SUSPENDED DUE TO FROZEN GROUND CONDITIONS, THE REQUIRED INSPECTIONS AND MAINTENANCE MUST TAKE PLACE AS SOON AS RUNOFF OCCURS AT THE SITE OR PRIOR TO RESUMING CONSTRUCTION, WHICHEVER COMES FIRST.



STANDARD SHEET NO. 5-297.405 (2 of 4)	TITLE: TEMPORARY SEDIMENT CONTROL MISCELLANEOUS DETAILS
STANDARD APPROVAL SEPTEMBER 27, 2006	
STATE PROJ. NO. _____ (TH ___)	SHEET NO. ___ OF ___ SHEETS



STANDARD SHEET NO. 5-297.406 (1 OF 2)	TITLE: TEMPORARY SEDIMENT CONTROL SILT FENCE
STANDARD APPROVAL SEPTEMBER 27, 2006	
STATE PROJ. NO. _____ (TH ___)	SHEET NO. ___ OF ___ SHEETS

EROSION CONTROL SCHEDULE:

1. PRIOR TO ANY CONSTRUCTION OR DEMOLITION, SEDIMENT BARRIERS AND CONSTRUCTION ENTRANCE SHALL BE INSTALLED AS SHOWN TO INTERCEPT RUNOFF.
2. ALL EROSION CONTROL INSTALLATIONS SHALL REMAIN IN PLACE AND BE MAINTAINED IN GOOD CONDITION BY THE CONTRACTOR UNTIL THE SITE HAS BEEN RE-VEGETATED.
3. SUFFICIENT TOPSOIL SHALL BE STOCKPILED TO ALLOW FOR THE REPLACEMENT OF 6" OF TOPSOIL FOR DISTURBED AREAS TO BE RE-VEGETATED.
4. THE CONTRACTOR SHALL SCHEDULE SITE GRADING, SO THAT THE GENERAL SITE CAN BE STABILIZED AND SEEDED SOON AFTER DISTURBANCE. SITE SHALL BE STABILIZED AND SEEDED WITHIN SEVEN (7) DAYS AFTER DISTURBANCE OCCURS.
5. CONTRACTOR SHALL INSTALL EROSION CONTROL DEVICES AS INDICATED ON THIS EROSION CONTROL PLAN AND ANY ADDITIONAL REQUIRED BASED ON MEANS, METHODS AND SEQUENCES OF CONSTRUCTION.

DEWATERING:

1. THE CONTRACTOR SHALL PROVIDE A PLAN TO THE CITY AND PROJECT ENGINEER FOR REVIEW. THE PLAN AT MINIMUM SHALL BE A DEWATERING PLAN INCLUDING WATER ROUTING, STORAGE, AND DISCHARGE LOCATION.
2. IF ANY TEMPORARY DEWATERING IS REQUIRED ONSITE THE CONTRACTOR SHALL DISPOSE OF STORMWATER OR GROUND WATER BY USE OF PUMPS AND HOSES TO ACCEPTABLE DISCHARGE POINTS APPROVED BY THE CITY AND PROJECT ENGINEER.

WINTER STABLIZATION:

1. GRADING CONTRACTOR REQUIREMENTS IN THE CASE WHERE THE ONSET OF WINTER DOES NOT ALLOW FOR COMPLETION OF MASS GRADING AND FINAL SOIL STABILIZATION IN THE FALL: MASS GRADING ACTIVITIES SHALL BE PLANNED AND PHASED IN A MANNER TO AVOID ANY UNNECESSARY SOIL DISTURBANCE PRIOR TO WINTER SHUT DOWN.
2. ALL FINAL GRADED AREAS SHALL BE STABILIZED PERMANENTLY BY GRADING CONTRACTOR WITH SEEDING, MULCHING, BLANKET, ETC. IN ACCORDANCE WITH PLANS PRIOR TO CONTRACTOR LEAVING THE SITE AT WINTER SHUT DOWN.
3. THE GRADING CONTRACTOR IS RESPONSIBLE TO ENSURE THAT ALL TEMPORARY OR INCOMPLETE GRADING AREAS INCLUDING ALL STOCKPILES ARE STABILIZED WITH TEMPORARY SEEDING (MN STATE SEED MIX 22-112 @ 40/AC, MULCH (MNDOT TYPE 1) BEFORE LEAVING THE SITE AT WINTER SHUT DOWN.
4. ALL SIGNIFICANT DRAINAGE SWALES (TEMPORARY OR PERMANENT) SHALL BE STABILIZED WITH MNDOT CATEGORY 3 EROSION CONTROL BLANKET BY GRADING CONTRACTOR PRIOR TO LEAVING THE SITE AT WINTER SHUT DOWN.
5. SHALL PROVIDE A PLAN TO THE CITY AND PROJECT ENGINEER FOR REVIEW. THE PLAN AT MINIMUM SHALL BE A DEWATERING PLAN INCLUDING WATER ROUTING, STORAGE, AND DISCHARGE LOCATION.
6. IF ANY TEMPORARY DEWATERING IS REQUIRED ONSITE THE CONTRACTOR SHALL DISPOSE OF STORMWATER OR GROUND WATER BY USE OF PUMPS AND HOSES TO ACCEPTABLE DISCHARGE POINT.

FINAL STABILIZATION:

THE CONTRACTOR MUST ENSURE FINAL STABILIZATION OF THE SITE. THE CONTRACTOR MUST SUBMIT A NOTICE OF TERMINATION (NOT) WITHIN 30 DAYS AFTER FINAL STABILIZATION IS COMPLETE, OR ANOTHER OWNER/OPERATOR (PERMITTEE) HAS ASSUMED CONTROL OF ALL AREAS OF THE SITE THAT HAVE NOT UNDERGONE FINAL STABILIZATION. FINAL STABILIZATION CAN BE ACHIEVED IN THE FOLLOWING WAY:

ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN COMPLETED AND ALL SOILS MUST BE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70 PERCENT OVER THE ENTIRE PERVIOUS SURFACE AREA, OR OTHER EQUIVALENTMEANS NECESSARY TO PREVENT SOIL FAILURE UNDER EROSIVE CONDITIONS AND;

A. ALL DRAINAGE DITCHES, CONSTRUCTED TO DRAIN WATER FROM THE SITE AFTER CONSTRUCTION IS COMPLETE, MUST BE STABILIZED TO PRECLUDE EROSION;
B. ALL TEMPORARY SYNTHETIC, AND STRUCTURAL EROSION PREVENTION AND SEDIMENT CONTROL BMPS (SUCH AS SEDIMENT CONTROL LOGS) MUST BE REMOVED AS PART OF THE SITE FINAL STABILIZATION; AND
C. THE CONTRACTORS MUST CLEAN OUT ALL SEDIMENT FROM CONVEYANCES AND FROM TEMPORARY SEDIMENTATION BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS.
D. SEDIMENT MUST BE STABILIZED TO PREVENT IT FROM BEING WASHED BACK INTO THE BASIN, CONVEYANCES OR DRAINAGE WAYS DISCHARGING OFF-SITE OR TO SURFACE WATERS. THE CLEAN OUT OF PERMANENT BASINS MUST BE SUFFICIENT TO RETURN THE BASIN TO DESIGN CAPACITY.

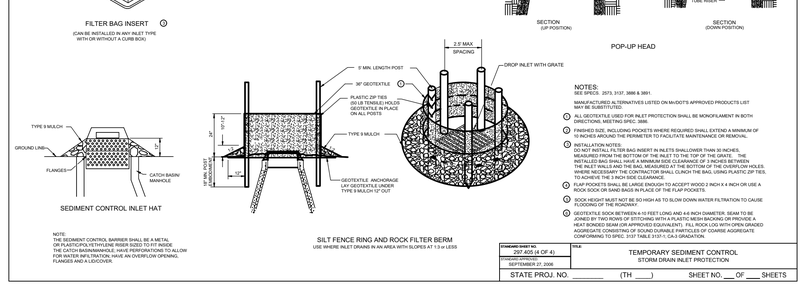
CONSTRUCTION SEQUENCING:

GRADING PHASE:

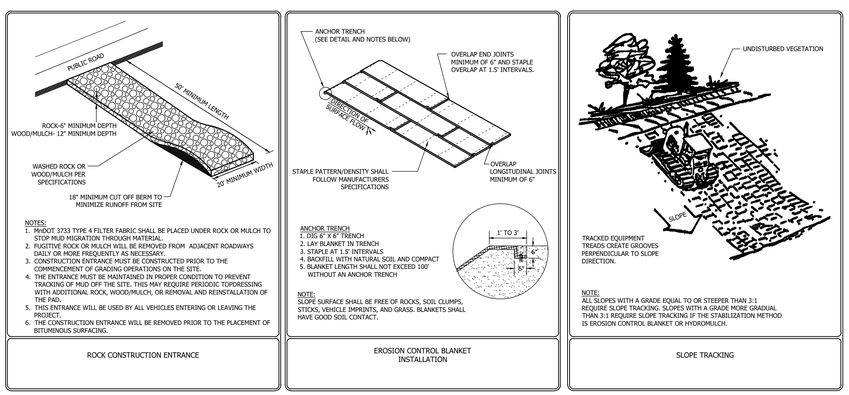
1. INSTALL STABILIZED CONSTRUCTION ENTRANCES.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA.
3. INSTALL THE PRE-GRADING SILT FENCES AND INLET PROTECTION BMPs ON THE SITE.
4. CONSTRUCT ALL PRE-GRADING EROSION AND SEDIMENTATION CONTROL BMPs.
5. COMPLETE MASS GRADING AND INSTALL TEMPORARY AND PERMANENT SEEDING AND PLANTING.
6. CONSTRUCT POST-GRADING SILT FENCE ON THE SITE.

STREET & UTILITY PHASE:

1. INSTALL UTILITIES, UNDERDRAINS, STORM SEWERS, CURBS AND GUTTERS.
2. INSTALL RIP RAP AROUND OUTLET STRUCTURES.
3. INSTALL INLET PROTECTION AROUND ALL STORM SEWER STRUCTURES.
4. PREPARE SITE FOR PAVING.
5. PAVE SITE.
6. INSTALL INLET PROTECTION DEVICES.
7. INSTALL POST STREET AND UTILITY SILT FENCE.
8. INSTALL PRIVATE UTILITIES
9. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED), IF REQUIRED BY THE CONTRACT.



STANDARD SHEET NO. 297.405 (4 OF 4)	TITLE: TEMPORARY SEDIMENT CONTROL STORM DRAIN INLET PROTECTION
STANDARD APPROVAL SEPTEMBER 27, 2006	
STATE PROJ. NO. _____ (TH ___)	SHEET NO. ___ OF ___ SHEETS



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DATE	DESCRIPTION
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PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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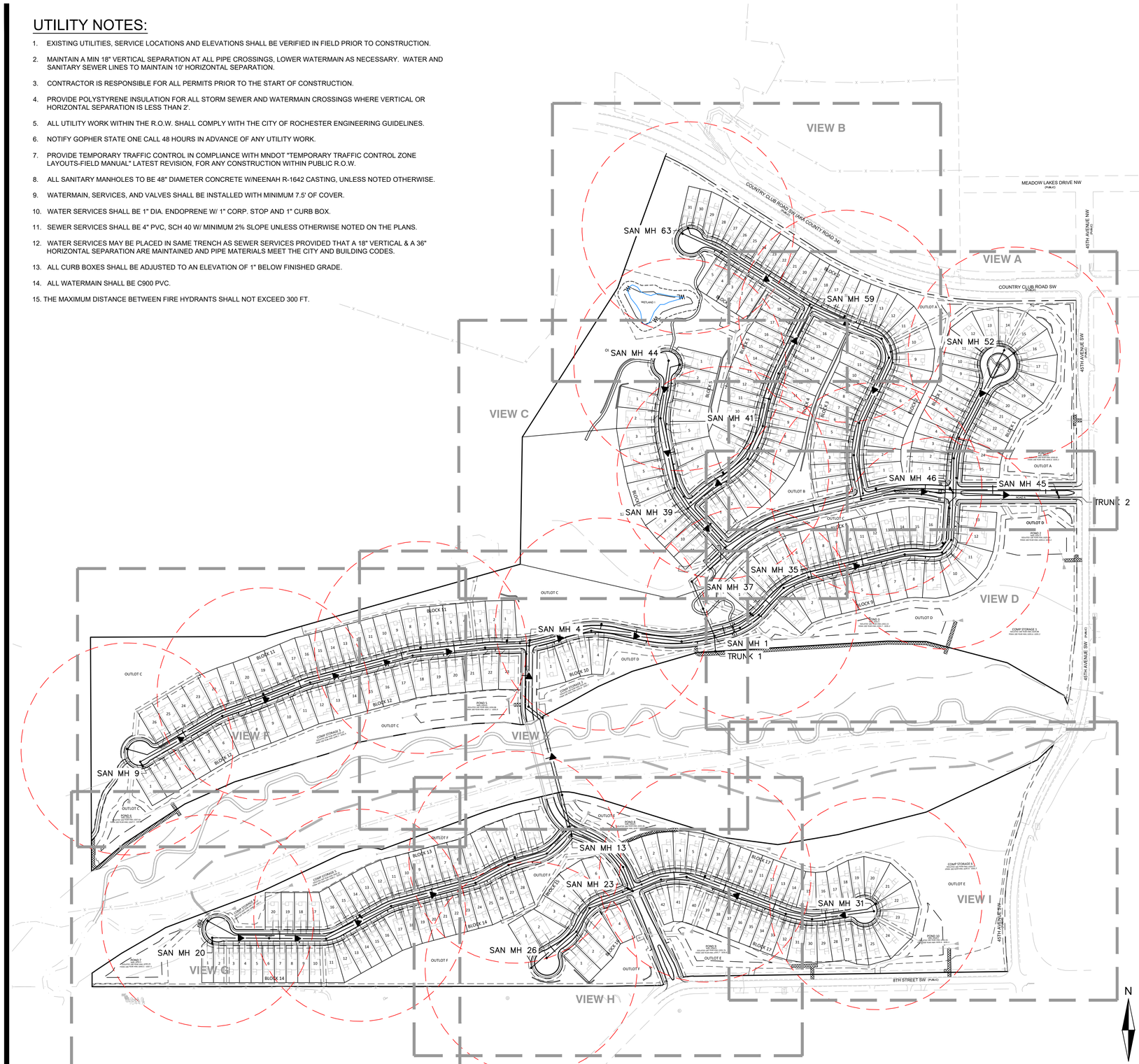
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1641

UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
2. MAINTAIN A MIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS, LOWER WATERMAIN AS NECESSARY. WATER AND SANITARY SEWER LINES TO MAINTAIN 10' HORIZONTAL SEPARATION.
3. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
4. PROVIDE POLYSTYRENE INSULATION FOR ALL STORM SEWER AND WATERMAIN CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 2'.
5. ALL UTILITY WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY OF ROCHESTER ENGINEERING GUIDELINES.
6. NOTIFY GOPHER STATE ONE CALL 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
7. PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MNDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL" LATEST REVISION, FOR ANY CONSTRUCTION WITHIN PUBLIC R.O.W.
8. ALL SANITARY MANHOLES TO BE 48" DIAMETER CONCRETE W/NEENAH R-1642 CASTING, UNLESS NOTED OTHERWISE.
9. WATERMAIN, SERVICES, AND VALVES SHALL BE INSTALLED WITH MINIMUM 7.5' OF COVER.
10. WATER SERVICES SHALL BE 1" DIA. ENDOPRENE W/ 1" CORP. STOP AND 1" CURB BOX.
11. SEWER SERVICES SHALL BE 4" PVC, SCH 40 W/ MINIMUM 2% SLOPE UNLESS OTHERWISE NOTED ON THE PLANS.
12. WATER SERVICES MAY BE PLACED IN SAME TRENCH AS SEWER SERVICES PROVIDED THAT A 18" VERTICAL & A 36" HORIZONTAL SEPARATION ARE MAINTAINED AND PIPE MATERIALS MEET THE CITY AND BUILDING CODES.
13. ALL CURB BOXES SHALL BE ADJUSTED TO AN ELEVATION OF 1" BELOW FINISHED GRADE.
14. ALL WATERMAIN SHALL BE C900 PVC.
15. THE MAXIMUM DISTANCE BETWEEN FIRE HYDRANTS SHALL NOT EXCEED 300 FT.



LEGEND:

- EASEMENT LINE
- LOT LINE
- PROPERTY LINE
- ROW
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WATERMAIN
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING STORM SEWER
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED STORM MANHOLE
- PROPOSED STORM SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SEWER
- PROPOSED HYDRANT RADIUS
- EXISTING HYDRANT RADIUS

SANITARY SEWER SCHEDULE:

MH FROM	MH TO	PIPE O.D. [IN]	PIPE SLOPE [FT/FT]	PIPE LENGTH [FT]	INVERT FROM	INVERT TO	RIM ELEV	STRUCTURE SIZE [IN]	MANHOLE BUILD [FT]	PIPE TYPE
MH 63	MH 62	8	0.0470	162.22	1086.77	1079.15	1096.27	48	9.50	SDR-35 PVC
MH 62	MH 59	8	0.0040	399.36	1079.05	1077.45	1088.70	48	9.65	SDR-35 PVC
MH 41	MH 61	8	0.0100	105.03	1064.05	1063.00	1075.55	48	11.50	SDR-35 PVC
MH 61	MH 60	8	0.0100	102.45	1062.90	1061.88	1074.49	48	11.59	SDR-35 PVC
MH 60	MH 59	8	0.0080	277.64	1061.78	1059.55	1073.36	48	11.58	SDR-35 PVC
MH 59	MH 58	8	0.0410	289.33	1059.45	1047.59	1071.08	48	11.63	SDR-35 PVC
MH 58	MH 57	8	0.0480	76.54	1047.49	1043.82	1059.01	48	11.52	SDR-35 PVC
MH 57	MH 56	8	0.0240	270.75	1043.72	1037.22	1055.25	48	11.53	SDR-35 PVC
MH 56	MH 55	8	0.0060	122.96	1037.12	1036.38	1048.82	48	11.70	SDR-35 PVC
MH 55	MH 54	8	0.0040	167.76	1036.28	1035.61	1047.85	48	11.57	SDR-35 PVC
MH 54	MH 53	8	0.0170	131.09	1035.51	1033.28	1047.80	48	12.29	SDR-35 PVC
MH 53	MH 48	8	0.0040	219.67	1033.18	1032.30	1044.69	48	11.51	SDR-35 PVC
MH 52	MH 51	8	0.0040	371.42	1026.18	1024.69	1035.68	48	9.50	SDR-35 PVC
MH 51	MH 50	8	0.0040	80.10	1024.59	1024.27	1039.49	48	14.90	SDR-35 PVC
MH 50	MH 46	8	0.0040	130.33	1024.17	1023.65	1039.47	48	15.30	SDR-35 PVC
MH 35	MH 49	8	0.0040	372.72	1035.75	1034.26	1047.25	48	11.50	SDR-35 PVC
MH 51	MH 48	8	0.0063	140.95	1034.16	1033.27	1045.80	48	11.64	SDR-35 PVC
MH 50	NH 47	8	0.0320	58.96	1033.17	1031.28	1044.55	48	11.38	SDR-35 PVC
MH 49	MH 46	8	0.0040	177.80	1031.18	1030.47	1042.77	48	11.59	SDR-26 PVC
MH 46	MH 45	8	0.0040	399.98	1023.55	1021.95	1039.53	48	15.98	SDR-26 PVC
MH 45	TRUNK 2	8	0.0040	87.43	1021.85	1021.50	1032.55	48	10.70	SDR-35 PVC
MH 44	MH 43	8	0.0490	219.67	1089.36	1078.60	1100.86	48	11.50	SDR-35 PVC
MH 43	MH 42	8	0.0490	268.71	1078.50	1065.33	1090.02	48	11.52	SDR-35 PVC
MH 42	MH 39	8	0.0400	91.33	1065.23	1061.58	1076.89	48	11.66	SDR-35 PVC
MH 43	MH 40	8	0.0060	136.72	1064.05	1063.23	1075.55	48	11.50	SDR-35 PVC
MH 40	MH 39	8	0.0040	292.68	1063.13	1061.96	1074.70	48	11.57	SDR-35 PVC
MH 39	MH 38	8	0.0270	214.33	1061.48	1055.69	1073.40	48	11.92	SDR-35 PVC
MH 38	MH 37	8	0.0240	177.18	1055.59	1051.34	1067.23	48	11.64	SDR-26 PVC
MH 37	MH 36	8	0.0700	111.11	1051.24	1043.46	1067.74	48	16.50	SDR-26 PVC
MH 36	MH 1	8	0.0060	111.11	1043.36	1042.69	1055.00	48	11.64	SDR-35 PVC
MH 35	MH 34	8	0.0060	102.13	1035.75	1035.14	1047.25	48	11.50	SDR-35 PVC
MH 34	MH 33	8	0.0090	138.88	1035.04	1033.79	1046.54	48	11.50	SDR-35 PVC
MH 33	MH 32	8	0.0160	86.32	1033.69	1032.31	1045.27	48	11.58	SDR-35 PVC
MH 32	MH 1	8	0.0050	100.22	1032.21	1031.71	1043.74	48	11.53	SDR-35 PVC
MH 31	MH 30	8	0.0040	235.55	1026.70	1025.76	1036.20	48	9.50	SDR-35 PVC
MH 30	MH 29	8	0.0040	101.04	1025.66	1025.25	1038.97	48	13.31	SDR-35 PVC
MH 29	MH 28	8	0.0040	399.74	1025.15	1023.55	1039.73	48	14.58	SDR-35 PVC
MH 28	MH 27	8	0.0040	96.81	1023.45	1023.07	1037.57	48	14.12	SDR-35 PVC
MH 27	MH 23	8	0.0230	115.21	1022.97	1020.32	1038.48	48	15.51	SDR-35 PVC
MH 26	MH 25	8	0.0500	149.85	1046.38	1038.89	1057.88	48	11.50	SDR-35 PVC
MH 25	MH 24	8	0.0480	101.69	1038.79	1033.91	1050.38	48	11.59	SDR-35 PVC
MH 24	MH 23	8	0.0040	174.87	1033.81	1033.11	1045.39	48	11.58	SDR-26 PVC
MH 23	MH 22	8	0.0040	97.81	1020.22	1019.83	1040.01	48	19.79	SDR-26 PVC
MH 22	MH 21	8	0.0040	105.57	1019.73	1019.30	1038.88	48	19.15	SDR-26 PVC
MH 21	MH 13	8	0.0040	140.25	1019.20	1018.64	1038.25	48	19.05	SDR-26 PVC
MH 20	MH 19	8	0.0040	214.88	1031.01	1030.15	1042.51	48	11.50	SDR-35 PVC
MH 19	MH 18	8	0.0040	214.88	1030.05	1029.19	1045.27	48	15.22	SDR-26 PVC
MH 18	MH 17	8	0.0040	274.61	1029.09	1027.99	1047.28	48	18.19	C-900
MH 17	MH 16	8	0.0040	329.83	1027.89	1026.57	1049.94	48	22.05	C-900
MH 16	MH 15	8	0.0040	141.95	1026.47	1025.91	1046.79	48	20.32	SDR-26 PVC
MH 15	MH 14	8	0.0040	151.78	1025.81	1025.20	1045.22	48	19.41	SDR-26 PVC
MH 14	MH 13	8	0.0040	126.11	1025.10	1024.59	1042.10	48	17.00	C-900
MH 13	MH 12	8	0.0040	136.80	1018.54	1018.00	1040.62	48	22.08	C-900
MH 12	MH 11	8	0.0040	300.00	1017.90	1016.70	1036.90	48	19.00	SDR-26 PVC
MH 11	MH 10	8	0.0040	67.73	1016.60	1016.32	1035.20	48	18.60	C-900
MH 10	MH 4	8	0.0040	229.96	1016.22	1015.31	1041.67	48	25.45	C-900
MH 9	MH 8	8	0.0110	354.45	1040.34	1036.44	1051.84	48	11.50	SDR-35 PVC
MH 8	MH 7	8	0.0040	354.21	1036.34	1034.92	1048.09	48	11.75	SDR-35 PVC
MH 7	MH 6	8	0.0050	400.00	1034.82	1032.82	1046.95	48	12.13	SDR-35 PVC
MH 6	MH 5	8	0.0050	275.20	1032.72	1031.35	1044.54	48	11.82	SDR-35 PVC
MH 5	MH 4	8	0.0040	166.78	1031.25	1030.58	1042.89	48	11.64	C-900
MH 4	MH 3	8	0.0040	240.27	1015.21	1014.24	1042.00	48	26.79	C-900
MH 3	MH 2	8	0.0040	343.31	1014.14	1012.77	1044.29	48	30.15	C-900
MH 2	MH 1	8	0.0040	125.84	1014.14	1013.64	1040.95	48	26.81	C-900
MH 1	TRUNK 1	8	0.0040	58.47	1013.54	1013.31	1041.76	48	28.22	C-900

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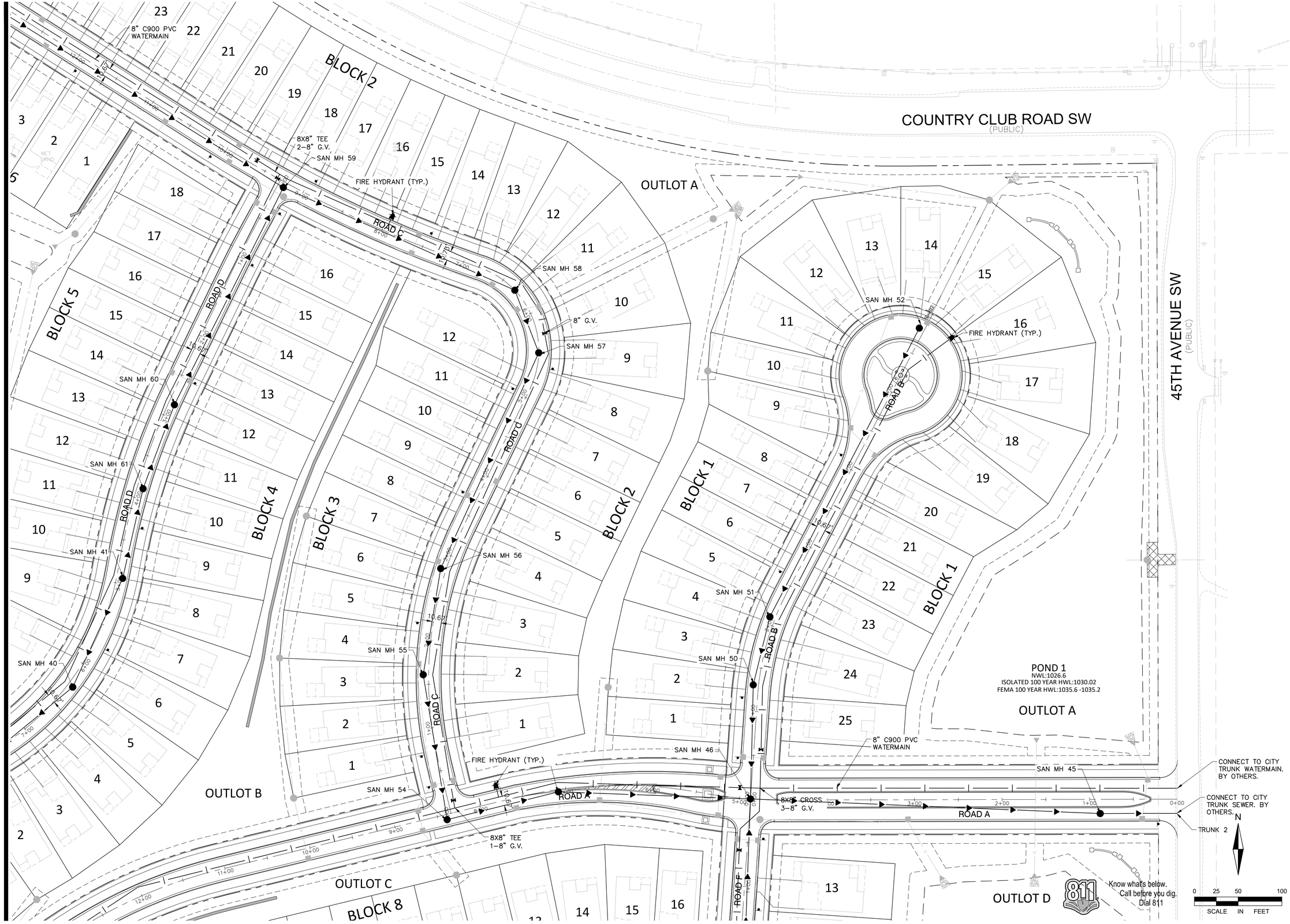
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70

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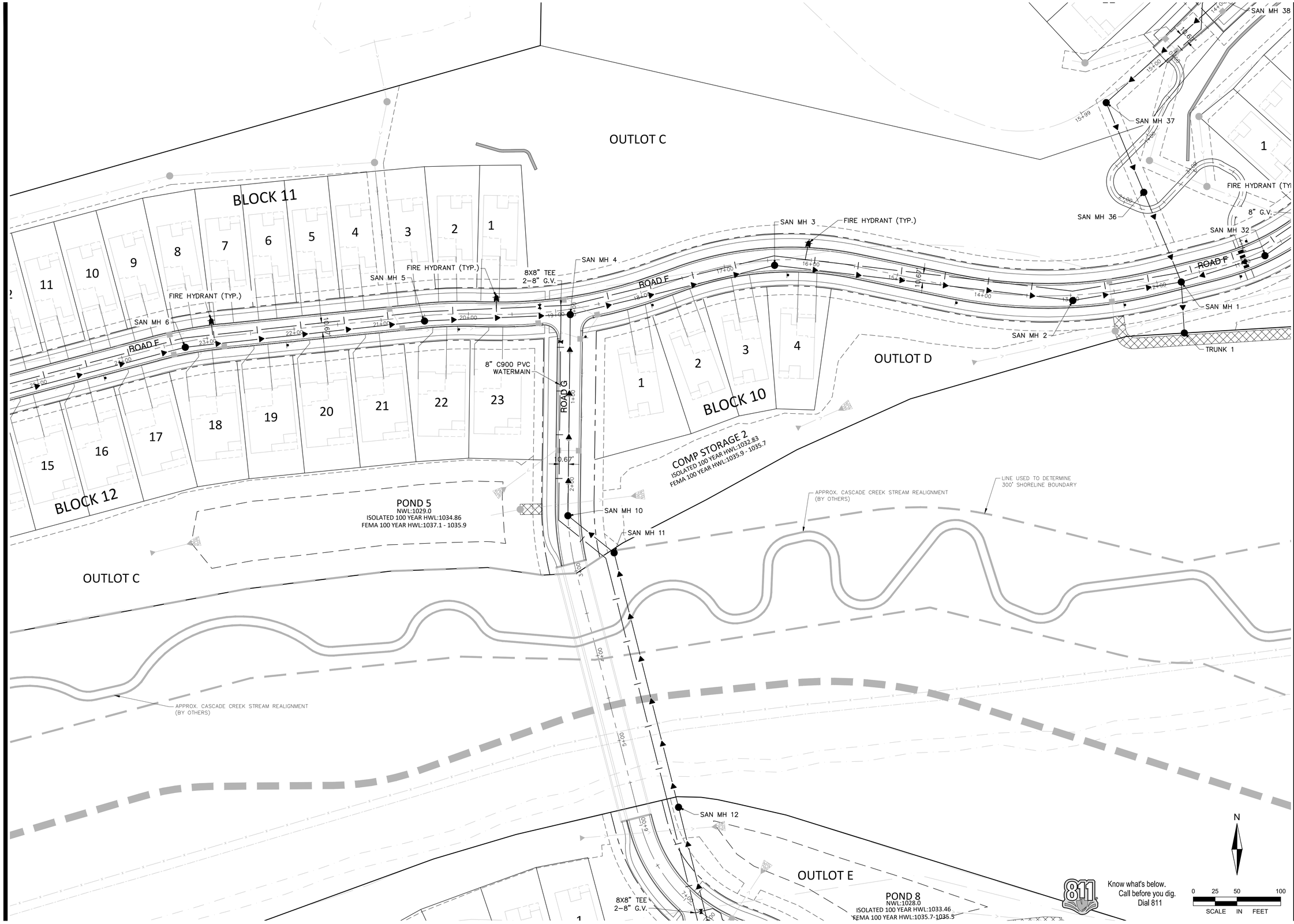
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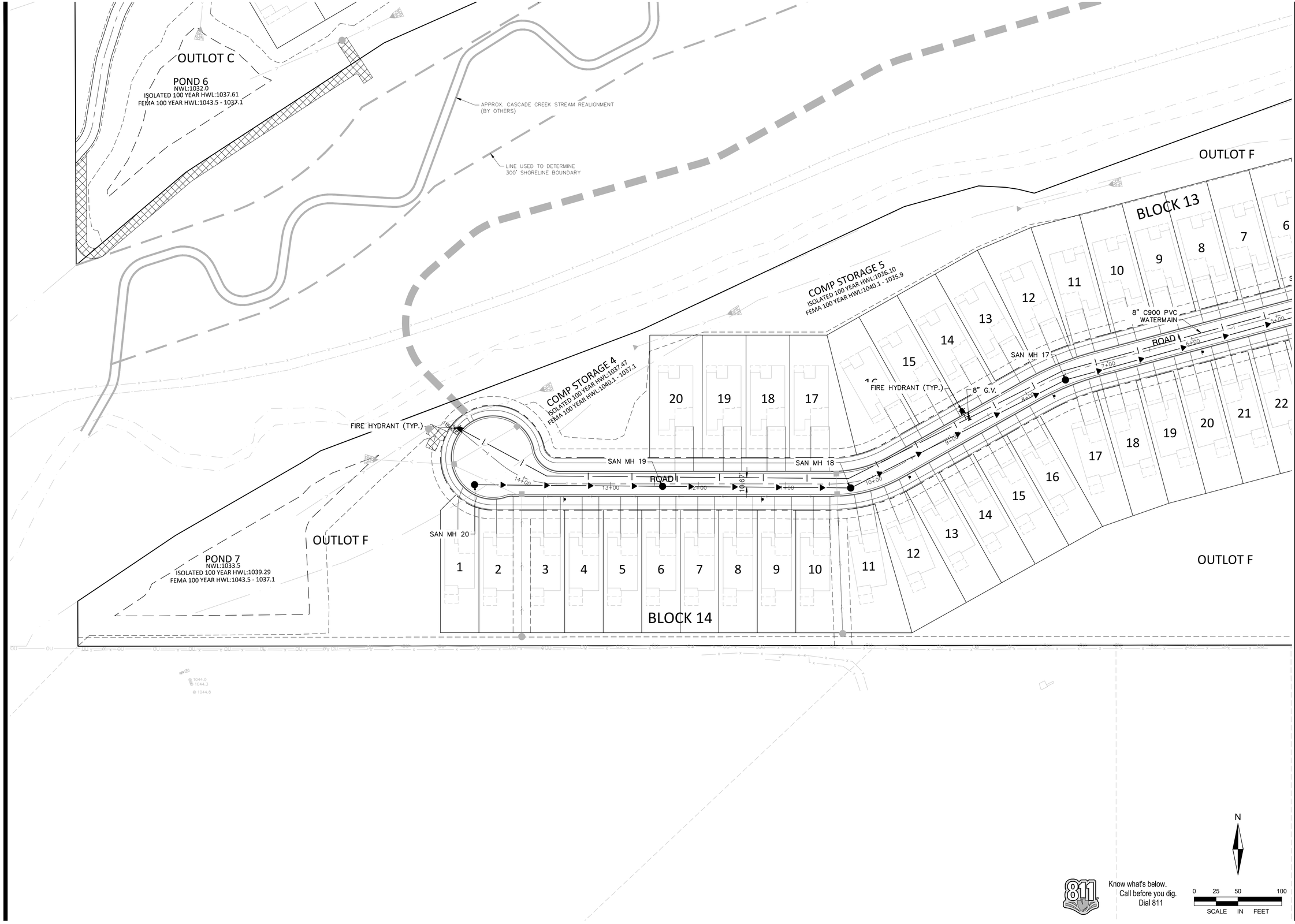
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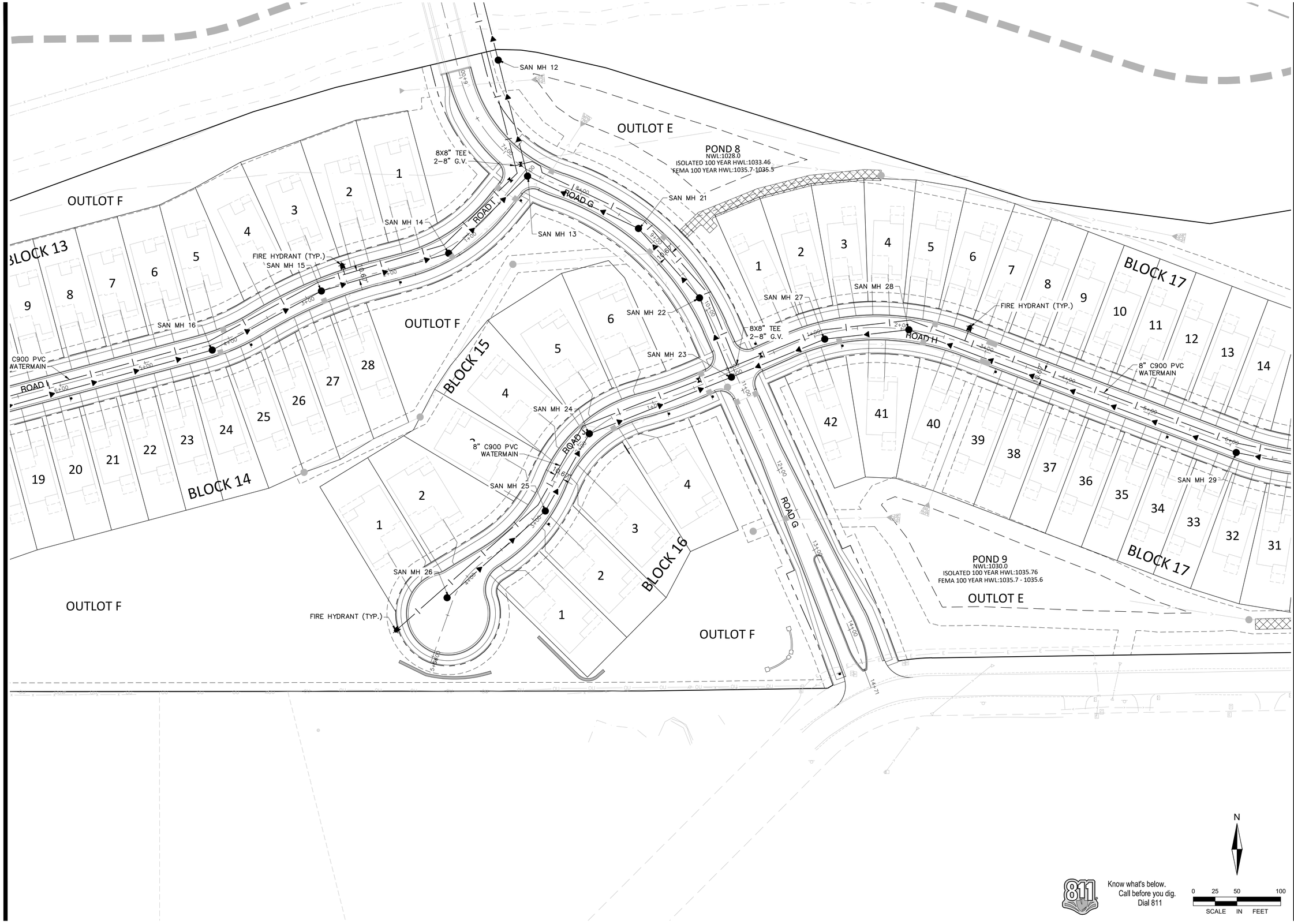
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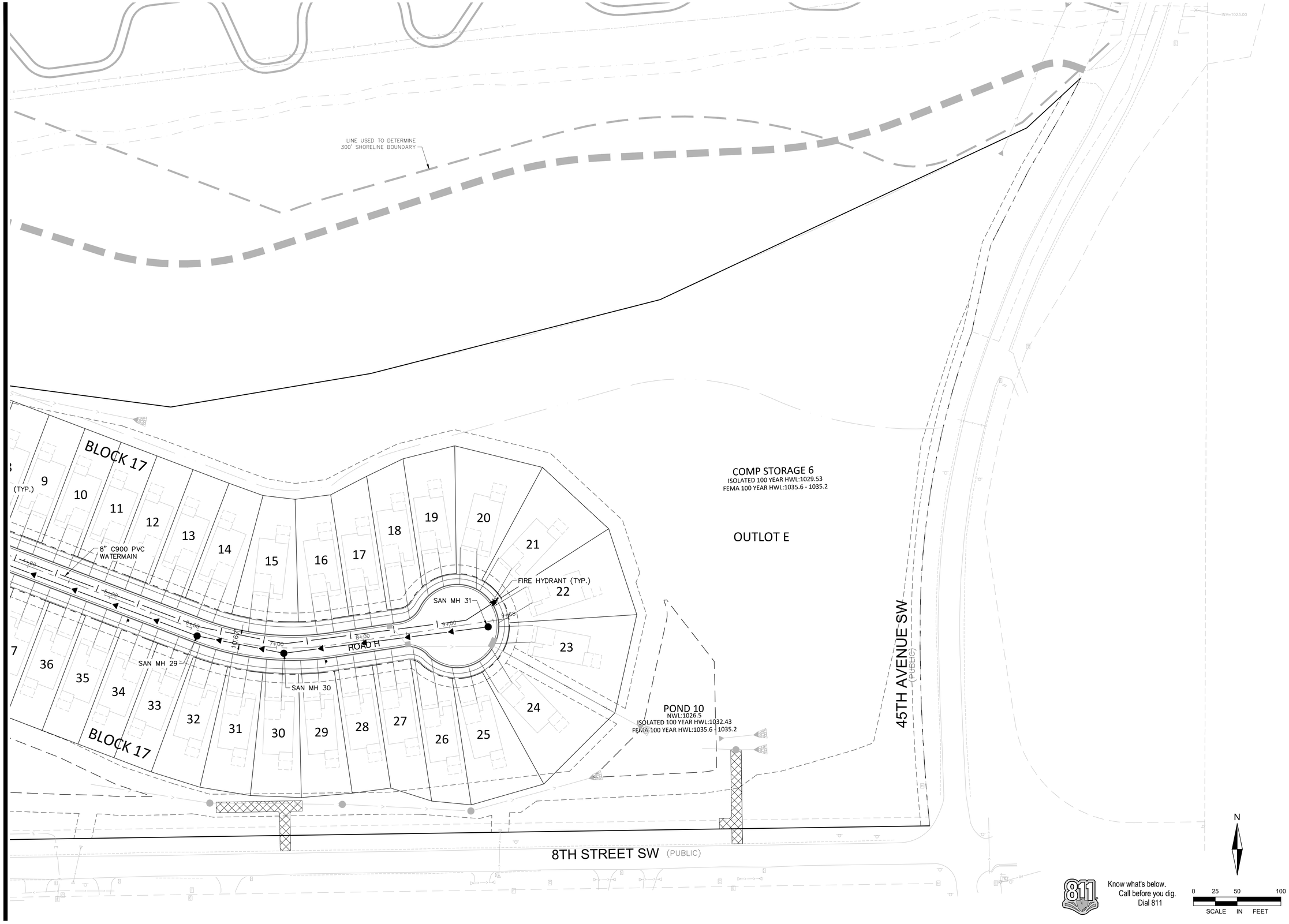
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Drafted By: TMA, ELL, CES

Project No.: 4000569-00

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Sheet 77 of 100

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1651

UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
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LEGEND:

- EASEMENT LINE
- LOT LINE
- PROPERTY LINE
- ROW
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WATERMAIN
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING STORM SEWER
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED STORM MANHOLE
- PROPOSED STORM SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SEWER

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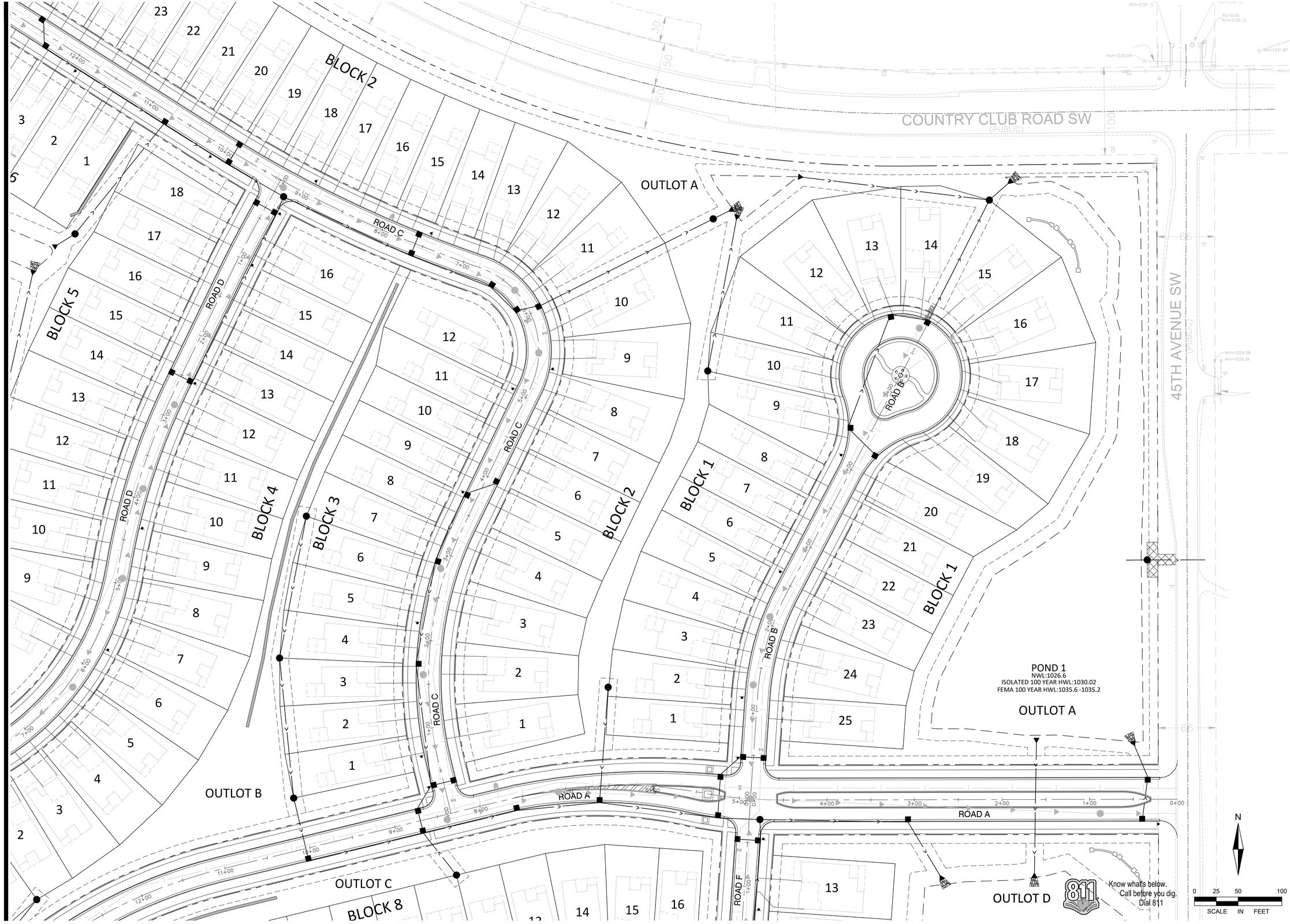
Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

78

Sheet 78 of 100

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1652



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Storm Sewer Plan - View A

DESCRIPTION	DATE
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Typed or Printed Name

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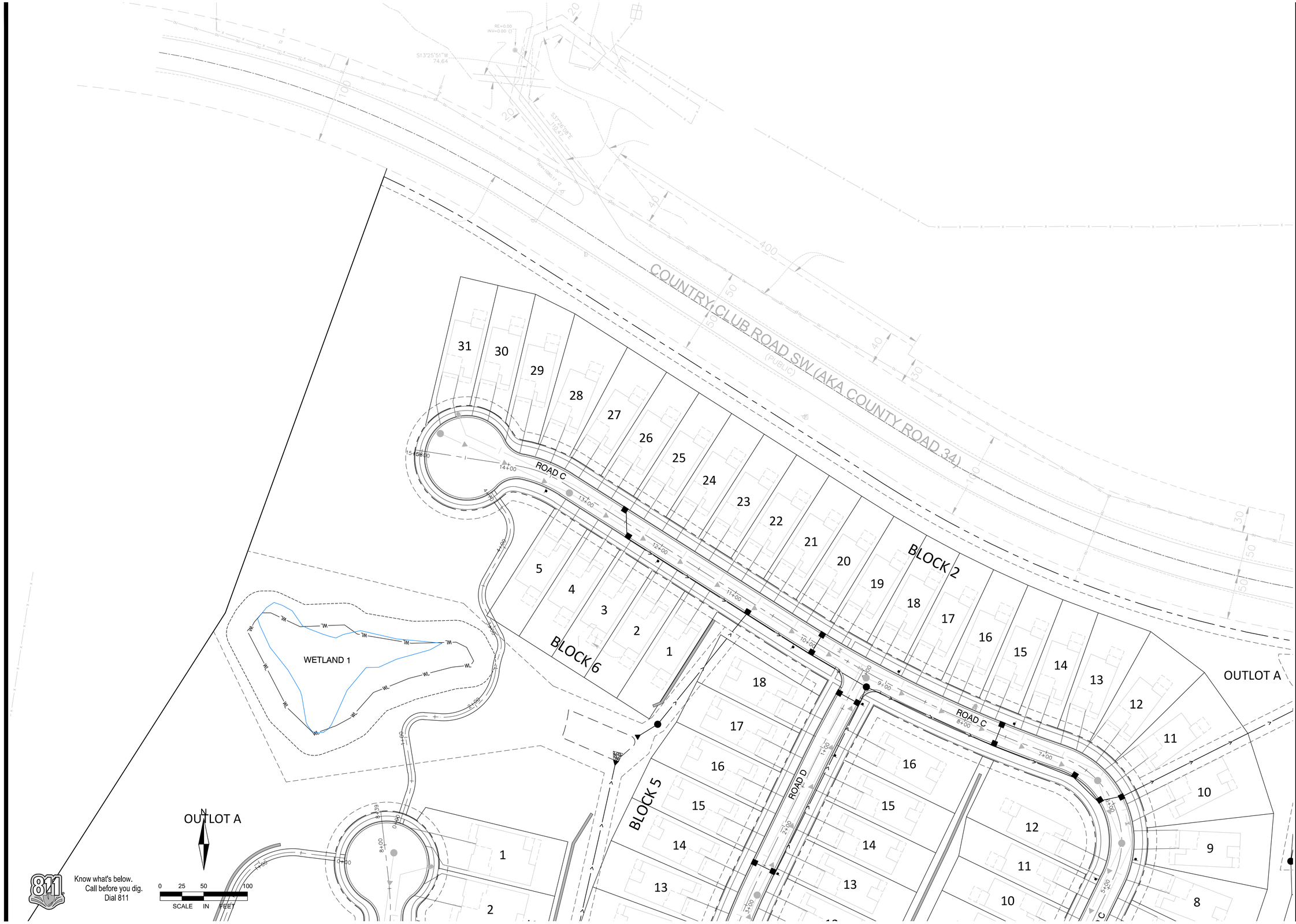
Project No.: 4000569-00

79

Sheet 79 of 100

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80

Sheet 80 of 100

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1654



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81

Sheet 81 of 100

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1655



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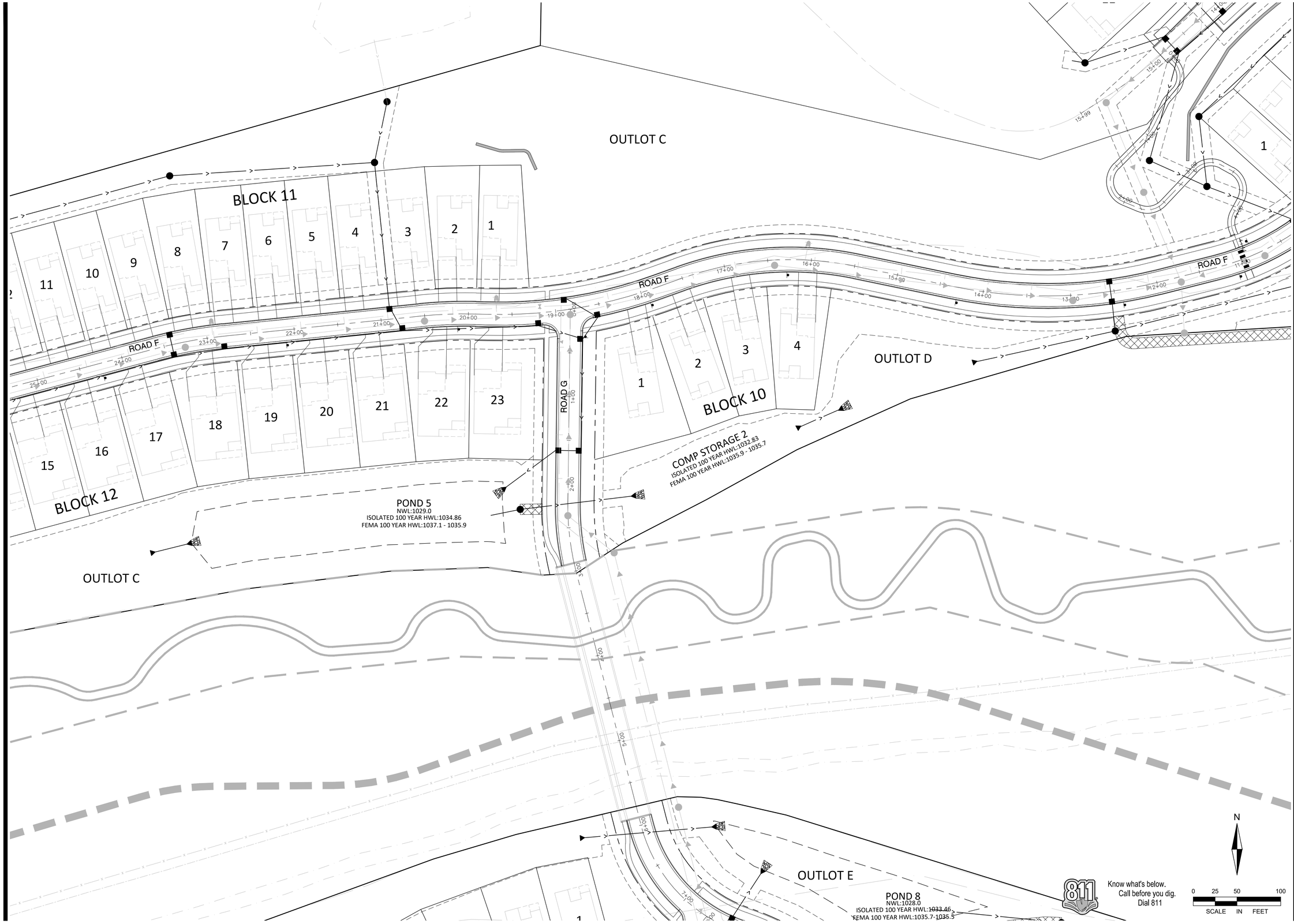
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82

Sheet 82 of 100

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Sheet 83 of 100

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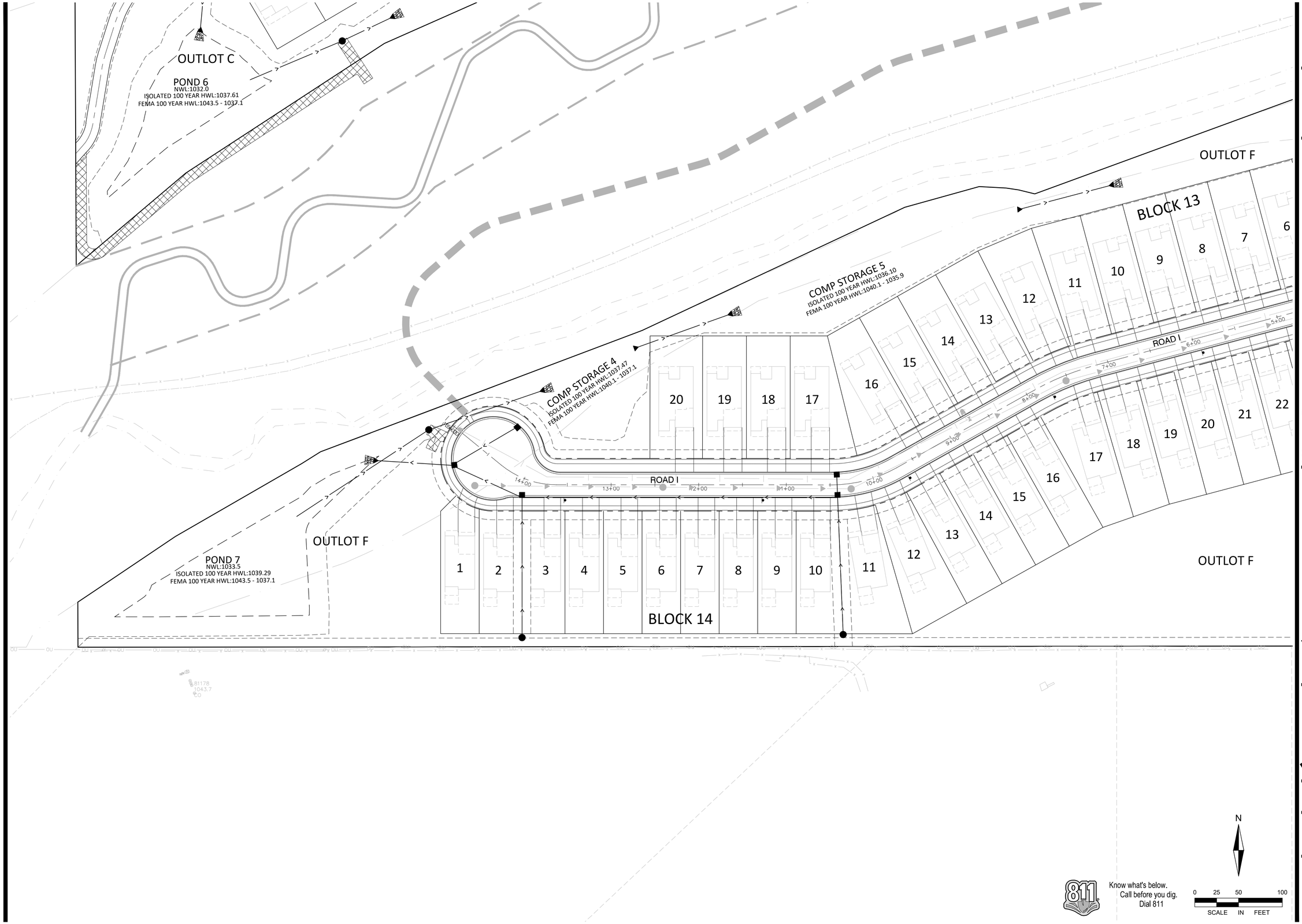
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Sheet 84 of 100

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Sheet 85 of 100

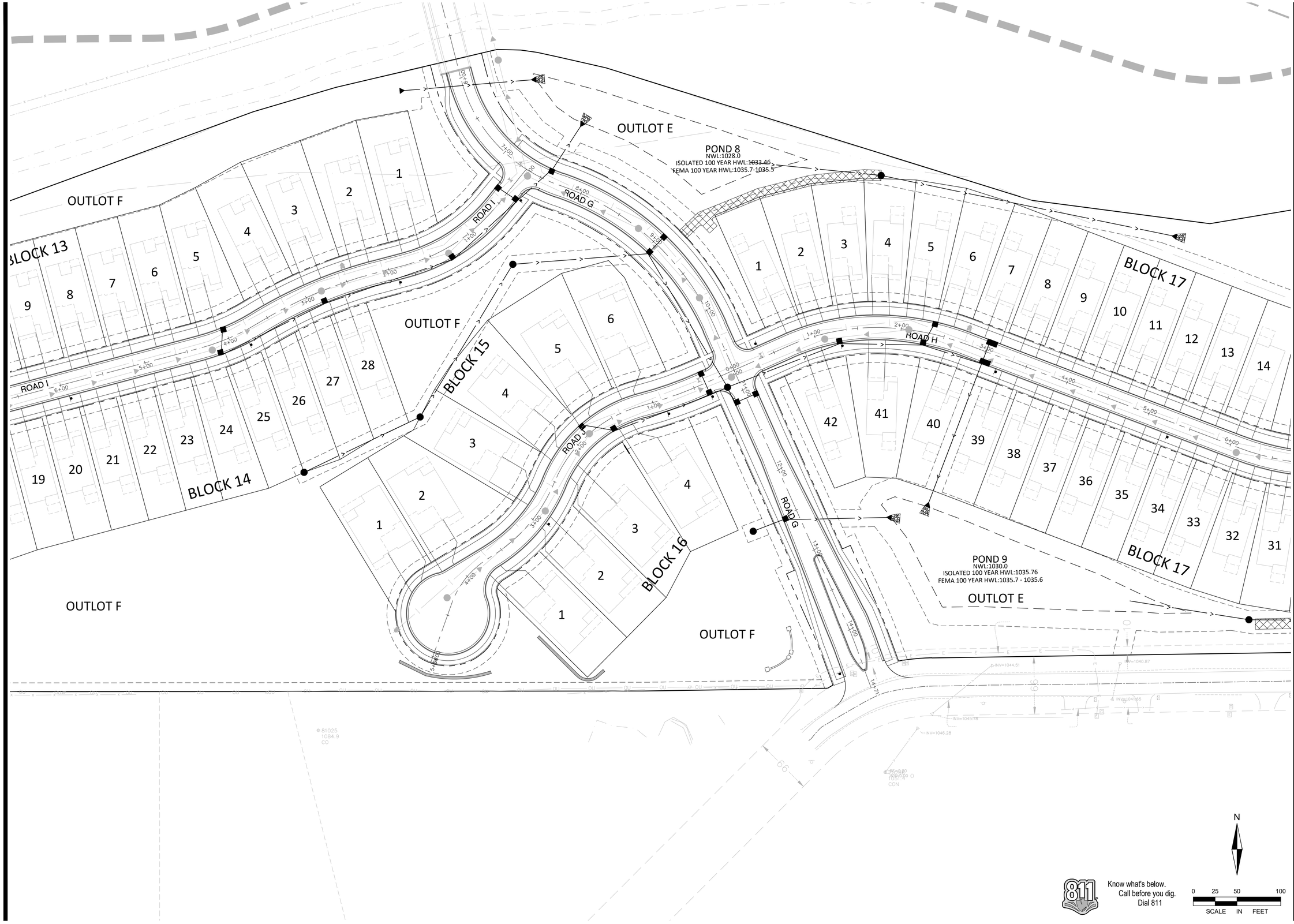
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811 Know what's below. Call before you dig. Dial 811

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1659



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Storm Sewer Plan - View H

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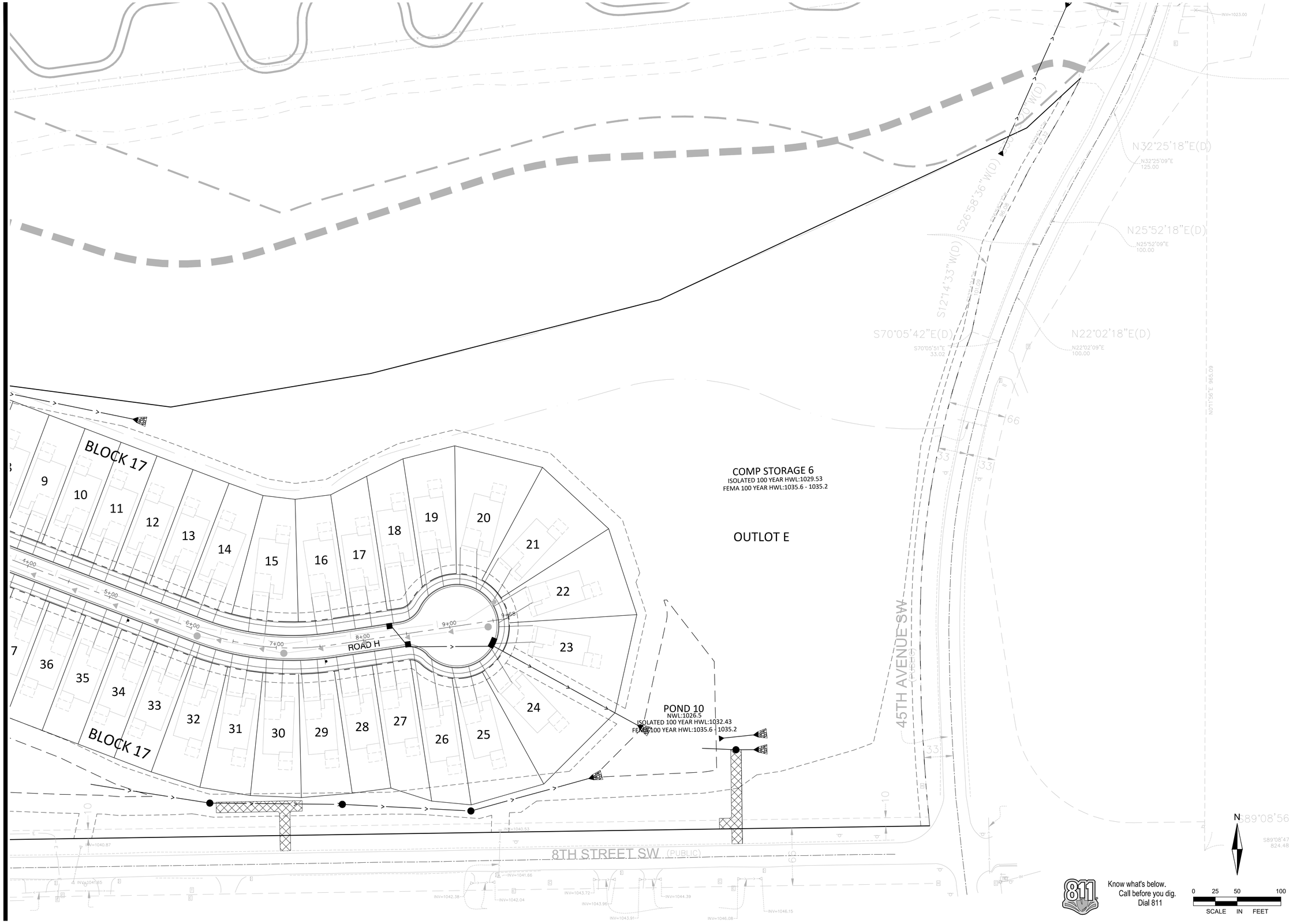
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86

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Typed or Printed Name of Person

Signature

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Project No.: 4000569-00

87

Sheet 87 of 100

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1661

MH/CB FROM	MH/CB TO	P. DIA. D [IN]	P. SLOPE S [%]	P. TYPE	PIPE LENGTH [FT]	FROM INVERT	TO INVERT	RIM ELEV	STR. TYPE	CAST TYPE	BUILD (FT)
CB 107	CBMH 105	12	0.0070	RCP	29.3	1042.77	1042.56	1046.77	2x3	R-3067-L	4.00
CB 106	CBMH 105	15	0.0033	RCP	156.5	1039.02	1038.50	1042.52	27"	R-4342	3.50
CBMH 105	CBMH 103	21	0.0040	RCP	360.4	1038.00	1036.56	1046.78	48"	R-3067-L	8.78
CB 104	CBMH 103	12	0.0044	RCP	159.8	1037.24	1036.54	1041.24	27"	R-4342	4.00
CBMH 103	CBMH 101	21	0.0089	RCP	88.4	1035.79	1035.00	1043.04	48"	R-3067-L	7.25
CB 102	CBMH 101	12	0.0090	RCP	89.6	1038.95	1038.14	1042.95	2x3	R-3067-L	4.00
CBMH 101	FES 100	21	0.0168	RCP	89.1	1035.00	1033.50	1041.85	48"	R-3067-VB	6.85
CB 207	CBMH 206	12	0.0080	RCP	32.1	1042.18	1041.92	1046.18	2x3	R-3067-L	4.00
CBMH 206	CBMH 205	12	0.0320	RCP	132.9	1041.92	1037.67	1046.34	48"	R-3067-L	4.42
CBMH 205	CBMH 204	15	0.0140	RCP	155.2	1037.42	1035.25	1044.75	48"	R-3067-L	7.33
CBMH 204	CBMH 202	15	0.0175	RCP	98.8	1035.25	1033.52	1041.71	48"	R-3067-L	6.46
CB 203	CBMH 202	12	0.0090	RCP	29.5	1035.89	1035.62	1039.89	2x3	R-3067-L	4.00
CBMH 202	CBMH 201	15	0.0350	RCP	54.2	1033.52	1031.62	1039.83	48"	R-3067-L	6.31
CBMH 201	FES 200	18	0.0283	RCP	63.0	1029.78	1028.00	1039.97	48"	R-3067-L	10.19
CB 304	CBMH 303	12	0.0044	RCP	34.8	1033.38	1033.23	1037.38	2x3	R-3067-L	4.00
CBMH 303	CBMH 301	12	0.0160	RCP	97.7	1033.23	1031.66	1037.17	48"	R-3067-L	3.94
CB 302	CBMH 301	12	0.0044	RCP	6.0	1031.56	1031.53	1035.56	2x3	R-3067-L	4.00
CBMH 301	FES 300	15	0.0248	RCP	192.7	1031.28	1026.50	1035.50	48"	R-3067-VB	4.22
CB 419	MH 418	15	0.0033	RCP	147.0	1038.60	1038.11	1042.10	27"	R-4342	3.50
MH 418	MH 417	15	0.0100	RCP	204.3	1038.11	1036.07	1044.50	48"	R-4342	6.39
MH 417	CBMH 415	15	0.0152	RCP	154.8	1036.07	1033.72	1042.13	48"	R-4342	6.06
CB 416	CBMH 415	15	0.0033	RCP	29.3	1033.68	1033.58	1037.68	2x3	R-3067-VB	4.00
CBMH 415	MH 408	21	0.0035	RCP	177.7	1033.08	1032.46	1037.68	48"	R-3067-VB	4.60
CB 414	CBMH 413	12	0.0275	RCP	40.5	1040.95	1039.84	1044.95	2x3	R-3067-L	4.00
CBMH 413	CBMH 411	12	0.0400	RCP	116.5	1039.84	1035.18	1043.54	48"	R-3067-L	3.70
CB 412	CBMH 411	12	0.0044	RCP	29.3	1035.09	1034.96	1039.09	2x3	R-3067-L	4.00
CBMH 411	MH 408	15	0.0220	RCP	21.3	1034.71	1034.24	1039.09	48"	R-3067-L	4.38
CB 410	CBMH 409	12	0.0044	RCP	29.3	1036.12	1035.99	1040.12	2x3	R-3067-L	4.00
CBMH 409	MH 408	12	0.0044	RCP	20.0	1035.99	1035.90	1040.12	48"	R-3067-L	4.13
MH 408	CBMH 407	30	0.0024	RCP	137.8	1031.71	1031.38	1040.37	60"	R-1733-B	8.66
CBMH 407	CBMH 405	30	0.0024	RCP	94.8	1031.38	1031.15	1037.95	60"	R-3067-L	6.57
CB 406	CBMH 405	12	0.0050	RCP	30.7	1032.80	1032.65	1036.80	48"	R-3067-L	4.00
CBMH 405	CBMH 401	30	0.0031	RCP	70.6	1031.15	1030.94	1036.89	60"	R-3067-L	5.74
CB 404	CBMH 403	12	0.0044	RCP	6.0	1032.37	1032.34	1036.37	2x3	R-3067-L	4.00
CBMH 403	CBMH 401	12	0.0140	RCP	31.1	1032.34	1031.91	1036.33	48"	R-3501-TB	3.99
CB 402	CBMH 401	12	0.0300	RCP	6.0	1032.29	1032.11	1036.29	48"	R-3501-TB	4.00
CBMH 401	FES 400	36	0.0025	RCP	174.7	1030.44	1030.00	1036.28	60"	R-3067-VB	5.84
CB 502	CBMH 501	12	0.0120	RCP	36.7	1038.04	1037.60	1041.54	27"	R-4342	3.50
CBMH 501	FES 500	12	0.0480	RCP	123.6	1035.93	1030.00	1042.41	48"	R-3067-L	6.48
CB 606	CBMH 605	15	0.0070	RCP	29.3	1042.90	1042.69	1046.90	2x3	R-3067-VB	4.00
CBMH 605	MH 601	18	0.0110	RCP	252.8	1042.44	1039.66	1046.90	48"	R-3067-VB	4.46
CB 604	CBMH 603	15	0.0033	RCP	135.3	1042.43	1041.98	1045.93	27"	R-4342	3.50
CBMH 603	MH 602	15	0.0081	RCP	128.0	1041.98	1040.95	1047.65	48"	R-4342	5.67
MH 602	MH 601	15	0.0079	RCP	218.6	1040.95	1039.22	1055.00	48"	R-1733-B	14.05
MH 601	FES 600	18	0.0280	RCP	118.4	1035.32	1032.00	1052.60	48"	R-1733-B	17.28
CB 717	CBMH 716	15	0.0033	RCP	331.2	1042.34	1041.25	1046.34	2x3	R-3067-L	4.00
CBMH 716	CBMH 714	18	0.0036	RCP	332.2	1041.00	1039.80	1046.27	48"	R-3067-L	5.27
CB 715	CBMH 714	12	0.0580	RCP	29.3	1042.27	1040.57	1046.27	2x3	R-3067-L	4.00
CBMH 714	CBMH 713	21	0.0065	RCP	57.9	1039.55	1039.17	1044.27	48"	R-3067-L	4.72
CBMH 713	CBMH 707	21	0.0070	RCP	204.6	1039.17	1037.74	1043.91	48"	R-3067-L	4.74
CB 712	CB 710	15	0.0084	RCP	400.0	1039.16	1035.80	1042.66	27"	R-4342	3.50
CBMH 711	CBMH 709	15	0.0080	RCP	234.7	1035.80	1033.92	1039.78	48"	R-4342	3.98
CB 710	CBMH 709	15	0.1982	RCP	71.0	1050.50	1036.43	1054.00	27"	R-4342	3.50
CBMH 709	CBMH 708	21	0.0041	RCP	165.3	1033.42	1032.74	1040.39	48"	R-4342	6.97
CBMH 708	CBMH 707	21	0.0059	RCP	31.8	1032.74	1032.56	1042.76	48"	R-3067-L	10.02
CBMH 707	CBMH 706	27	0.0077	RCP	155.4	1032.06	1030.86	1042.69	48"	R-3067-L	10.63
CBMH 706	CBMH 703	30	0.0047	RCP	52.8	1030.61	1030.36	1041.75	60"	R-3067-L	11.14
CB 705	CBMH 704	12	0.0100	RCP	45.3	1037.64	1037.19	1041.64	2x3	R-3067-VB	4.00
CBMH 704	CBMH 703	12	0.0280	RCP	30.1	1037.19	1036.34	1041.81	48	R-3067-L	4.62
CBMH 703	CBMH 702	36	0.0025	RCP	127.8	1029.86	1029.54	1041.16	60"	R-3067-L	11.30
CBMH 702	CBMH 701	36	0.0025	RCP	29.3	1029.54	1029.47	1040.20	60"	R-3067-VB	10.66
CBMH 701	FES 700	36	0.0062	RCP	75.5	1029.47	1029.00	1040.20	60"	R-3067-VB	10.73
CB 824	CBMH 823	12	0.0135	RCP	29.3	1081.16	1080.76	1085.16	2x3	R-3067-L	4.00
CBMH 823	CBMH 821	15	0.0458	RCP	166.3	1080.76	1073.15	1085.16	48"	R-3067-L	4.40
CB 822	CBMH 821	12	0.0044	RCP	29.3	1073.11	1072.98	1077.11	2x3	R-3067-L	4.00
CBMH 821	CBMH 818	15	0.0395	RCP	66.9	1072.98	1070.34	1077.11	48"	R-3067-L	4.13
CB 820	CBMH 819	12	0.0125	RCP	29.3	1068.56	1068.19	1072.56	2x3	R-3067-L	4.00
CBMH 819	CBMH 818	15	0.0100	RCP	80.3	1068.19	1067.39	1072.56	48"	R-3067-L	4.37
CBMH 818	CBMH 815	18	0.0350	RCP	220.5	1067.14	1059.42	1074.29	48"	R-3067-L	7.15
CB 817	CBMH 816	12	0.0044	RCP	77.1	1059.80	1059.46	1063.30	2x3	R-4342	3.50
CBMH 816	CBMH 815	12	0.0044	RCP	29.3	1059.46	1059.33	1067.04	48"	R-3067-VB	7.58
CBMH 815	CBMH 814	21	0.0231	RCP	50.7	1059.08	1057.91	1067.04	48"	R-3067-VB	7.96
CBMH 814	CBMH 812	21	0.0232	RCP	69.1	1057.91	1056.31	1068.51	48"	R-3067-L	10.60
STUB A	CBMH 813A	18	0.0170	RCP	15.0	1063.00	1062.75	1070.00	0	0	0.00
CBMH 813A	CBMH 813	18	0.0235	RCP	94.8	1062.75	1060.52	1069.40	48"	R-1733-B	6.66
CBMH 813	CBMH 812	18	0.0153	RCP	25.4	1060.52	1060.13	1065.15	48"	R-3067-L	4.63
CBMH 812	MH 811	24	0.0268	RCP	127.4	1055.81	1052.39	1065.15	48"	R-3067-L	9.34
MH 811	MH 807	24	0.0600	RCP	72.0	1049.59	1045.27	1057.12	48"	R-1733-B	7.53
CB 810	CBMH 809	12	0.0046	RCP	132.1	1042.35	1041.75	1045.85	27"	R-4342	3.50
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MH 807	CBMH 806	27	0.0108	RCP	103.7	1039.94	1038.82	1050.00	48"	R-1733-B	10.06
CBMH 806	CBMH 805	27	0.0125	RCP	29.3	1038.82	1038.46	1044.35	48"	R-3067-L	5.53
CBMH 805	MH 801	27	0.1776	RCP	53.0	1038.46	1029.05	1044.35	48"	R-3067-L	5.89
CB 804	CBMH 803	12	0.0160	RCP	29.3	1036.12	1035.65	1040.12	2x3	R-3067-VB	4.00
CBMH 803	MH 802	12	0.0300	RCP	30.7	1033.22	1032.30	1040.12	48"	R-3067-VB	6.90
FES 3101	MH 802	36	0.0013	RCP	166.9	1026.50	1026.28	1026.50	0	0	0.00
MH 802	MH 801	36	0.0013	RCP	260.3	1026.28	1025.94	1036.00	60"	R-1733-B	9.72
MH 801	FES 800	36	0.0072	RCP	38.0	1025.77	1025.50	1034.00	60"	R-1733-B	8.23

MH/CB FROM	MH/CB TO	P. DIA. D [IN]	P. SLOPE S [%]	P. TYPE	PIPE LENGTH [FT]	FROM INVERT	TO INVERT	RIM ELEV	STR. TYPE	CAST TYPE	BUILD (FT)
CB 1029	CBMH 1027	12	0.0055	RCP	41.0	1045.39	1045.16	1049.39	2x3	R-3067-L	4.00
CBMH 1027	CBMH 1026	12	0.0170	RCP	83.1	1045.16	1043.75	1049.16	48"	R-3067-L	4.00
CBMH 1026	CBMH 1025	12	0.0250	RCP	119.9	1043.75	1040.75	1048.51	48"	R-3067-L	4.76
CBMH 1025	CBMH 1023	15	0.0110	RCP	141.8	1040.50	1038.94	1047.58	48"	R-3067-L	7.08
CB 1024	CBMH 1023	12	0.0075	RCP	29.3	1042.60	1042.38	1046.60	2x3	R-3067-L	4.00
CBMH 1023	CBMH 1022	15	0.0155	RCP	30.2	1038.94	1038.48	1046.60	48"	R-3067-VB	7.66
CBMH 1022	CBMH 1016	15	0.0200	RCP	29.3	1038.48	1037.89	1048.15	48"	R-3067-VB	9.67
CB 1021	CBMH 1020	15	0.0055	RCP	165.0	1043.63	1042.72	1047.13	27"	R-4340	3.50
CBMH 1020	CBMH 1019	15	0.0106	RCP	160.8	1042.72	1041.02	1047.63	48"	R-4341	4.91
CBMH 1019	CBMH 1018	15	0.0160	RCP	74.0	1041.02	1039.83	1047.07	48"	R-4342	6.05
CBMH 1018	CBMH 1016	15	0.0211	RCP	136.0	1039.83	1036.96	1053.99	48"	R-3067-L	14.16
CB 1017	CBMH 1016	12	0.0044	RCP	60.9	1040.08	1039.81	1043.58	27"	R-4342	0.00
CBMH 1016	CBMH 1015	24	0.0112	RCP	109.0	1036.21	1034.99	1048.15	48"	R-3067-L	11.94
CBMH 1015	CBMH 1013	24	0.0115	RCP	94.4	1034.99	1033.91	1045.87	48"	R-3067-L	10.88
CB 1014	CBMH 1013	12	0.0050	RCP	132.2	1033.73	1033.07	1037.23	27"	R-4342	3.50
CBMH 1013	CBMH 1009	27	0.0075	RCP	136.1	1032.82	1031.80	1042.93	48"	R-3067-L	10.11
CB 1012	CBMH 1011	12	0.0044	RCP	29.4	1034.45	1034.32	1038.45	2x3	R-3067-L	4.00
CBMH 1011	CBMH 1010	12	0.0044	RCP	30.2	1034.32	1034.19	1038.45	48"	R-3067-L	4.13
CBMH 1010	CBMH 1009	12	0.0125	RCP	49.9	1034.19	1033.56	1039.44	48"	R-3067-VB	5.25
CBMH 1009	MH 1002	27	0.0104	RCP	48.3	1031.80	1031.30	1039.38	48"	R-3067-VB	7.58
CB 1008	CBMH 1007	12	0.0044	RCP	34.7	1040.20	1040.05	1044.20	2x3	R-3067-L	4.00
CBMH 1007	CBMH 1005	15	0.0280	RCP	37.0	1039.80	1038.76	1043.75	48"	R-3067-L	3.95
CB 1006	CBMH 1005	12	0.0044	RCP	29.4	1038.71	1038.58	1042.71	2x3	R-3067-L	4.00
CBMH 1005	CBMH 1003	15	0.0276	RCP	141.8	1038.33	1034.42	1042.72	48"	R-3067-L	4.39
CB 1004	CBMH 1003	12	0.0044	RCP	29.3	1034.38	1034.25	1038.38	2x3	R-3067-L	4.00
CBMH 1003	MH 1002	15	0.0325	RCP	24.1	1034.00	1033.22	1038.38	48"	R-3067-L	4.38
MH 1002	CBMH 1001	30	0.0106	RCP	169.2	1031.05	1029.25	1038.95	60"	R-1733-B	7.90
CBMH 1001	FES 1000	30	0.0142	RCP	76.4	1028.08	1027.00	1037.23	60"	R-3067-L	9.15
CB 1102	CBMH 1101	18	0.0042	RCP	51.1	1026.93	1026.72	1030.93	2x3	R-3067-L	4.00
CBMH 1101	FES 1100	18	0.0026	RCP	43.9	1026.72	1026.60	1030.81	48"	R-3067-L	4.09
CB 1206	CBMH 1205	12	0.0050	RCP	47.3	1032.99	1032.75	1036.99	2x3	R-3067-L	4.00
CBMH 1205	CBMH 1204	15	0.0071	RCP	138.4	1032.50	1031.52	1036.88	48"	R-3067-L	4.38
CBMH 1204	CBMH 1203	15	0.0142	RCP	44.0	1031.52	1030.90	1035.73	48"	R-3067-L	4.21
CBMH 1203	MH 1201	18	0.0155	RCP	153.8	1030.65	1028.26	1035.39	48"	R-3067-VB	4.74
FES 1202	MH 1201	18	0.0026	RCP	219.8	1028.00	1027.43	1028.00	0	0	0.00
MH 1201	FES 1200	18	0.0120	RCP	33.6	1027.00	1026.60	1032.50	48"	R-1733-B	5.50
CB 1301	FES 1300	12	0.0166	RCP	180.9	1031.00	1028.00	1034.50	27"	R-4342	3.50
CB 1418	CBMH 1417	12	0.0497	RCP	35.3	1081.16	1079.40	1085.16	2x3	R-3067-L	4.00
CBMH 1417	CBMH 1414	12	0.0497	RCP	161.6	1079.40	1071.37	1084.17	48"	R-3067-L	4.77
FES 1416	MH 1415	24	0.0142	RCP	28.5	1065.00	1064.59	1065.00	0	0	0.00
MH 1415	CBMH 1414	24	0.0142	RCP	161.3	1064.59	1062.30	1069.90	48"	R-1733-B	5.31
CBMH 1414	CBMH 1412	24	0.0018	RCP	86.3	1062.30	1062.15	1076.09	48"	R-3067-L	13.79
CB 1413	CBMH 1412	12	0.0062	RCP	29.3	1068.18	1068.00	1072.18	2x3	R-3067-L	4.00
CBMH 1412	MH 1407	24	0.0022	RCP	73.9	1062.15	1061.99	1072.18	48"	R-3067-L	10.03
CB 1411	CBMH 1410	12	0.0060	RCP	29.3	1068.67	1068.49	1072.67	2x3	R-3067-L	4.00
CBMH 1410	CBMH 1408	12	0.0210	RCP	215.2	1068.49	1063.97	1072.67	48"	R-3067-L	4.18
CB 1409	CBMH 1408	12	0.0049	RCP	29.3	1066.32	1066.18	1070.32	2x3	R-3067-VB	4.00
CBMH 1408	MH 1407	15	0.0225	RCP	21.0	1063.72	1063.25	1070.32	48"	R-3067-L	6.60
MH 1407	CBMH 1405	24	0.0123	RCP	159.9	1061.99	1060.02	1071.08	48"	R-1733-B	9.09
CB 1406	CBMH 1405	12	0.0044	RCP	29.3	1060.72	1060.59	1064.72	2x3	R-3067-L	4.00
CBMH 1405	CBMH 1404	24	0.0505	RCP	98.4	1060.02	1055.05	1064.72	48"	R-3067-L	4.70
CBMH 1404	CBMH 1403	24	0.0566	RCP	38.7	1055.05	1052.86	1059.75	48"	R-3067-L	4.70
CBMH 1403	CBMH 1402	24	0.0143	RCP	30.7	1052.86	1052.42	1057.56	48"	R-3067-L	4.70
CBMH 1402	CBMH 1401	24	0.1050	RCP	220.3	1052.42	1029.30	1057.12	48"	R-3067-L	4.70
CBMH 1401	FES1400	24	0.0193	RCP	25.0	1028.48	1028.00	1034.00	48"	R-1733-B	5.52
CB 1501	FES 1500	12	0.0223	RCP	203.2	1068.53	1064.00	1072.03	27"	R-4342	3.50
PE 1702	OCS 1701	36	-0.0166	RCP	180.4	1030.50	1033.50	0.00	0	0	0.00
OCS 1701	FES 1700	36	0.0108	RCP	139.0	1033.50	1032.00	1038.00	60"	GRATE	4.50
FES 1801	FES 1800	30	0.0253	RCP	118.6	1032.00	1029.00	0.00	0	0	0.00
FES 1901	FES 1900	18	0.0000	RCP	112.3	1029.00	1029.00	0.00	0	0	0.00
FES 001	FES 200	18	0.0000	0.0000	156.0	1029.00	1028.00	0.00	0	0	0.00
PE 2102	OCS 2101	18	-0.0100	RCP	150.5	1026.50	1028.00	0.00	0	0	0.00
OCS 2101	FES 2100	18	0.0073	RCP	344.7	1028.00	1025.50	1034.00	60"	GRATE	6.00
PE 2204	OCS 2203	24	-0.0145	RCP	137.6	1028.00	1030.00	0.00	0	0	0.00
OCS 2203	CBMH 2202	24	0.0079	RCP	151.6	1030.00	1028.80	1034.00	60"	GRATE	4.00
CBMH 2202	MH 2201	24	0.0079	RCP	147.1	1028.80	1027.64	1032.00	48"	R-4342	3.20
MH 2201	FES 2200	24	0.0079	RCP	145.0	1027.64	1026.50	1035.50	48"	R-4342	7.86
PE 2302	OCS 2301	48	-0.1036	RCP	38.6	1022.50	1026.50	0.00	0	0	0.00
OCS 2301	FES 2300	48	0.0391	RCP	25.6	1026.50	1025.50	1032.00	60"	GRATE	5.50
CB 1206	CBMH 1205	12	0.0050	RCP	47.3	1032.99	1032.75	1036.99	2x3	R-3067-L	4.00
CBMH 1205	CBMH 1204	15	0.0071	RCP	138.4	1032.50	1031.52	1036.88	48"	R-3067-L	4.38
CBMH 1204	CBMH 1203	15	0.0142	RCP	44.0	1031.52	1030.90	1035.73	48"	R-3067-L	4.21
CBMH 1203	MH 1201	18	0.0155	RCP	153.8	1030.65	1028.26	1035.39	48"	R-3067-VB	4.74
FES 1202	MH 1201	18	0.0026	RCP	219.8	1028.00	1027.43	1028.00	0	0	0.00
MH 1201	FES 1200	18	0.0120	RCP	33.6	1027.00	1026.60	1032.50	48"	R-1733-B	5.50
CB 1301	FES 1300	12	0.0166	RCP	180.9	1031.00	1028.00	1034.50	27"	R-4342	3.50
CB 1418	CBMH 1417	12	0.0497	RCP	35.3	1081.16	1079.40	1085.16	2x3	R-3067-L	4.00
CBMH 1417	CBMH 1414	12	0.0497	RCP	161.6	1079.40	1071.37	1084.17	48"	R-3067-L	4.77
FES 1416	MH 1415	24	0.0142	RCP	28.5	1065.00	1064.59	1065.00	0	0	0.00
MH 1415	CBMH 1414	24	0.0142	RCP	161.3	1064.59	1062.30	1069.90	48"	R-1733-B	5.31
CBMH 1414	CBMH 1412	24	0.0018	RCP	86.3	1062.30	1062.15	1076.09	48"	R-3067-L	13.79
CB 1413	CBMH 1412	12	0.0062	RCP	29.3	1068.18	1068.00	1072.18	2x3	R-3067-L	4.00
CBMH 1412	MH 1407	24	0.0022	RCP	73.9	1062.15	1061.99	1072.18	48"	R-3067-L	10.03
CB 1411	CBMH 1410	12	0.0060	RCP	29.3	1068.67	1068.49	1072.67	2x3	R-3067-L	4.00
CBMH 1410	CBMH 1408	12	0.0210	RCP	215.2	1068.49	1063.97	1072.67	48"	R-3067-L	4.18
CB 1409	CBMH 1408	12	0.0049	RCP	29.3	1066.32	1066.18	1070.32	2x3	R-3067-VB	4.00
CBMH 1408	MH 1407	15	0.0225	RCP	21.0	1063.72	1063.25	1070.32	48"	R-3067-L	6.60
MH 1407	CBMH 1405	24	0.0123	RCP	159.9	1061.99	1060.02	1071.08	48"	R-1733-B	9.09
CB 1406	CBMH 1405	12	0.0044	RCP	29.3	1060.72	1060.59	1064.72	2x3	R-3067-L	4.00
CBMH 1405	CBMH 1404	24	0.0505	RCP	98.4	1060.02	1055.05	1064.72	48"	R-3067-L	4.70
CBMH 1404	CBMH 1403	24	0.0566	RCP	38.7	1055.05	1052.86	1059.75	48"	R-3067-L	4.70
CBMH 1403	CBMH 1402	24	0.0143	RCP	30.7	1052.86	1052.42	1057.56	48"	R-3067-L	4.70
CBMH 1402	CBMH 1401	24	0.1050	RCP	220.3	1052.42	1029.30	1057.12	48"	R-3067-L	4.70
CBMH 1401	FES1400	24	0.0193	RCP	25.0	1028.48	1028.00	1034.00	48"	R-1733-B	5.52
CB 1501	FES 1500	12	0.0223	RCP	203.2	1068.53	1064.00	1072.03	27"	R-4342	3.50
PE 1702	OCS 1701	36	-0.0166	RCP	180.4	1030.50	1033.50	0.00	0	0	0.00
OCS 1701	FES 1700	36	0.0108	RCP	139.0	1033.50	1032.00	1038.00	60"	GRATE	4.50
FES 1801	FES 1800	30	0.0253	RCP	118.6	1032.00	1029.00	0.00	0	0	0.00
FES 1901	FES 1900	18	0.0000	RCP	112.3	1029.00	1029.00	0.00	0	0	0.00
FES 001	FES 200	18	0.0000	0.0000	156.0	1029.00	1028.00	0.00	0	0	0.00
PE 2102	OCS 2101	18	-0.0100	RCP	150.5	1026.50	1028.00	0.00	0	0	0.00
OCS 2101	FES 2100	18	0.0073	RCP	344.7	1028.00	1025.50	1034.00	60"	GRATE	6.00
PE 2204	OCS 2203	24	-0.0145	RCP	137.6	1028.00	1030.00	0.00	0	0	0.00
OCS 2203	CBMH 2202	24	0.0079	RCP	151.6	1030.00	1028.80	1034.00	60"	GRATE	4.00
CBMH 2202	MH 2201	24	0.0079	RCP	147.1	1028.80	1027.64	1032.00	48"	R-4342	3.20
MH 2201	FES 2200	24	0.0079	RCP	145.0	1027.64	1026.50	1035.50	48"	R-4342	7.86
PE 2302	OCS 2301	48	-0.1036	RCP	38.6	1022.50	1026.50	0.00	0	0	0.00
OCS 2301	FES 2300	48	0.0391	RCP	25.6	1026.50	1025.50	1032.00	60"	GRATE	5.50
CB 2401	FES 2400	18	0.0064	RCP	156.0	1025.00	1024.00	0.00	0	0	0.00
FES 2501	FES 2500	36	0.0451	RCP	44.3	1027.50	1025.50	0.00	0	0	0.00
FES 2601	FES 2600	48	0.0026	RCP	189.1	1025.50	1025.00	0.00	0	0	0.00



WETLAND SUMMARY

WETLAND	AREA*	PEMA TYPE
WETLAND 1	17,269 SF (0.396 AC)	TYPE 1
INCIDENTAL WETLAND A	8,013 SF (0.184 AC)	
TOTAL AREA	25,282 SF (0.580 AC)	

* WETLANDS DEPICTED PER DELINEATION PERFORMED BY KJOLHAUG ENVIRONMENTAL SERVICES

WETLAND IMPACT CALCULATION

WETLAND	IMPACT AREA
INCIDENTAL WETLAND A	8,013 SF

NOTE:
1. INCIDENTAL WETLAND A IMPACT REQUIRES NO MITIGATION.

DECORAH EDGE INFLUENCE SUMMARY

WETLAND	AREA**
DECORAH EDGE INFLUENCE	17,269 SF (0.396 AC)

** DECORAH EDGE INFLUENCE LINE DEPICTED PER BAY WEST.

WETLAND BUFFER CALCULATION

WETLAND BUFFERS AND REQUIREMENTS:

THE CITY OF ROCHESTER HAS A REQUIRED BUFFER OF 25' FOR ALL WETLANDS. THE REQUIRED AND PROVIDED WIDTHS ARE AS FOLLOWS:

WETLAND	REQRUIRED BUFFER AREA	PROVIDED BUFFER AREA	MIN. AVG. BUFFER WIDTH	PROPOSED AVG. WIDTH
1	17,794 SF	17,794 SF	25'	25'

DECORAH EDGE BUFFER CALCULATION

DECORAH EDGE BUFFERS AND REQUIREMENTS:

THE CITY OF ROCHESTER HAS A REQUIRED BUFFER OF 50' FOR DECORAH EDGE INFLUENCE LINES. THE REQUIRED AND PROVIDED WIDTHS ARE AS FOLLOWS:

	REQRUIRED BUFFER AREA*	PROVIDED BUFFER AREA*	MIN. AVG. BUFFER WIDTH**	PROPOSED AVG. WIDTH
1	35,937 SF	35,937 SF	50'	50'

*NOTE: BUFFER AREA IS NOT CALCULATED FOR FRONTAGE ABUTTING AN ADJACENT PROPERTY.

LEGEND:

- PROPERTY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- WL — EXISTING WETLAND
- WETLAND BUFFER
- DECORAH EDGE INFLUENCE
- DECORAH EDGE BUFFER
- WETLAND IMPACT AREA

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Rochester, Minnesota
Preliminary Plat Submittal
Wetland Management Plan

DATE	DESCRIPTION
11-12-25	City Submittal

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Typed or Printed Name of Yyler M. Stromberg

Date License no.

PRELIMINARY
FOR REVIEW
NOT FOR CONSTRUCTION

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

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Sheet 89 of 100

File Location: X:\4000569-00\1140 Design\00 Sheets - Preliminary\WETLAND.dwg Plotted By: Tyler Stromberg on November 12, 2025 04:09 PM

LANDSCAPE SCHEDULE

QTY	KEY	TYPE	SIZE/ ROOT TYPE	NOTES
BOULEVARD TREES				
495		OVERSTORY	1.5" Cal. B&B	**From Approved City List:** Birch River, Coffee tree, Kentucky, Filbert Turkish, Hackberry, Honeylocust, American Linden, Red Maple, Sugar Maple, White Oak Group (Bur, Chinkapin, Swamp White, White) **Additional Species:** Freeman Maple, DED Resistant Elm
10		ORNAMENTAL	1.5" Cal. B&B	**From City Approved List:** Amur Choke Cherry, Crabapple, Hawthorne, Amur Maackia, Star Magnolia, Plum 'Princess Kay', Eastern Redbud, Serviceberry 'Autumn Brilliance'
PRIVATE DEVELOPMENT TREES				
41		OVERSTORY (UPSIZED)	3"-4" Cal. B&B	
255		CONIFEROUS (UPSIZED)	8-12' Ht. B&B	
145		ORNAMENTAL (UPSIZED)	2" Cal. B&B	
59		OVERSTORY	2"-3" Cal. B&B	
559		CONIFEROUS	6'-8' Ht. B&B	
176		ORNAMENTAL	1.5" Cal. B&B	
PRIVATE DEVELOPMENT SHRUBS				
61		DECIDUOUS SHRUBS	2-5 Gal. Cont.	
65		CONIFEROUS SHRUBS	2-5 Gal. Cont.	

Note: Quantities on plan supercedes schedule in event of discrepancy

LANDSCAPE NOTES

1. **CONTRACTOR TO INSTALL TREES 10' MIN. CLEAR FROM WATER SERVICES AND 15' MIN. CLEAR FROM FIRE HYDRANTS.**
2. CALL GOPHER STATE ONE CALL AT 651-454-0002 FOR LOCATING ALL UNDERGROUND UTILITIES AND TO AVOID DAMAGE TO UTILITIES DURING THE COURSE OF THE WORK.
3. ALL LOTS ARE TO BE SODDED AND IRRIGATED. INSTALL 4" MIN. TOP SOIL TO ALL SOD.
4. STAKE OR MARK ALL PLANT MATERIAL LOCATIONS PRIOR TO INSTALLATION. HAVE OWNERS REPRESENTATIVE APPROVE ALL STAKING PRIOR TO INSTALLATION.
5. ALL SHRUB AREAS UNLESS SPECIFIED ON PLAN, TO BE BED MULCHED WITH 4" DEPTH OF HARDWOOD MULCH, DARK BROWN COLOR, OVER FILTER FABRIC, POLY-EDGER TO BE VALLY VIEW BLACK DIAMOND OR APPROVED EQUAL.
6. ALL MULCH AND ROCK (BOULDERS, COBBLESTONES, ETC.) TO BE APPROVED BY OWNER AND/OR LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. INSTALL 4-6" DEPTH SHREDDED HARDWOOD MULCH, DARK BROWN, AROUND ROOT SAUCER OF ALL TREES ISOLATED FROM PLANTING BEDS. DO NOT PLACE LANDSCAPE FABRIC OR MULCH
8. PLANTING SOIL SHALL BE 1:1:1 CONSISTING OF 33% SELECT LOAMY TOPSOIL, 33% PEAT MOSS, 33% PIT RUN SAND. SEE FILTRATION BASIN DETAILS & NOTES FOR SOIL WITHIN FILTRATION BASIN AREAS.
9. COMPLETELY GUARANTEE ALL WORK FOR A PERIOD OF ONE YEARS BEGINNING AT THE DATE OF ACCEPTANCE. MAKE ALL REPLACEMENTS PROMPTLY (AS PER DIRECTION OF OWNER).
10. ALL MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN.
11. ALL TREE TRUNKS SHALL BE WRAPPED WITH BROWN CREPE TREE WRAP. APPLY WRAP IN NOVEMBER AND REMOVE IN APRIL.
12. MAINTAIN ALL PLANT MATERIALS, INCLUDING WATERING, UNTIL THE TIME OF ACCEPTANCE.
13. COORDINATE LANDSCAPE INSTALLATION WITH GENERAL CONTRACTOR.
14. STAKING AND GUYING OF TREES OPTIONAL: MAINTAIN PLUMBNESS OF TREES FOR DURATION OF WARRANTY PERIOD.
15. SWEEP AND WASH ALL PAVED SURFACES AND REMOVE ALL DEBRIS RESULTING FROM LANDSCAPE OPERATIONS DAILY.
16. CONTRACTOR TO SUPPLY DESIGN AND INSTALLATION FOR NEW IRRIGATION SYSTEM WITH COVERAGE OF SOD AND PLANTING AREAS. USE RAINBIRD OR APPROVED EQUAL. COORDINATE INSTALLATION WITH G.C. SOD AND SHRUB AREAS TO BE ON SEPARATE ZONES. PROVIDE RAIN SENSOR. BOULEVARDS TO BE SODDED AND IRRIGATED.

SEEDING NOTES

BASIN/SIDE-SLOPE MIX: MN STATE SEED MIX 33-261 (STORMWATER SOUTH & WEST).
SEEDING RATE TO BE 35.0 LBS/ACRE (PURE LIVE SEED).

DRY PRAIRIE MIX: SHOOTING STAR NATIVE SEEDS, SSNS DRY PRAIRIE MIX.
SEEDING RATE TO BE 10 LBS/ACRE (PURE LIVE SEED).

APPLY SEED PER THE FOLLOWING: MULCH SEEDED AREAS WITH Mn/DOT TYPE 3 (MCIA CERTIFIED WEED FREE) MULCH AT A RATE OF 1 TON PER ACRE WITHIN 48 HOURS OF SEEDING. MULCH SHOULD THEN BE DISC ANCHORED TO KEEP IT FROM BLOWING AWAY.

SEEDING SHALL BE APPLIED FROM APRIL 1 - JUNE 30 OR NOV. 1 - FREEZE UP. IF HYDROSEEDING UTILIZE APPROXIMATELY 500 GALLONS OF WATER PER ACRE. REFER TO MN/DOT SPEC 3884 FOR PROPER INSTALLATION OF HYDRO-SEED. ALL NATIVE SEEDS USED ON THIS PROJECT SHALL BE CERTIFIED TO BE OF MINNESOTA ORIGIN BY THE MINNESOTA CROP IMPROVEMENT ASSOCIATION (MCIA). SITE TO BE PREPARED BY LOOSENING TOPSOIL TO A MINIMUM DEPTH OF 3 INCHES. THE SITE TO BE HARROWED OR RAKED FOLLOWING SEEDING, AND THEN PACKED USING A CULTI-PACKER OR EQUIVALENT. SEE MNDOT SEEDING MANUAL FOR REFERENCE.

MAINTAIN SEEDED AREAS BY WATERING, REMULCHING AND REPLANTING AS NECESSARY TO ESTABLISH A UNIFORMLY DENSE STAND OF THE SPECIFIED GRASSES UNTIL ACCEPTED. ANY AREAS FAILING TO ESTABLISH A STAND SHALL BE RESEEDED, REFERTILIZED AND REMULCHED (UNLESS OTHERWISE SPECIFIED) WHENEVER 70% VEGETATIVE COVER IS NOT ACHIEVED. RESEEDING SHALL CONFORM IN ALL RESPECTS TO THESE SPECIFICATIONS. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE WORK AREAS RESULTING FROM EROSION AND/OR EQUIPMENT. THE CONTRACTOR SHALL REPAIR DAMAGE, INCLUDING REGRADING, RESEEDING, ETC. AS NECESSARY, BEFORE SIGNIFICANT DAMAGE OCCURS.

REFER TO MN STATE SEED MIX MANUAL. REFER TO O&M DOCUMENT FOR FURTHER DETAILS REGARDING INSPECTION AND MAINTENANCE PRACTICES.

LANDSCAPE REQUIREMENTS

PER CITY CODE:

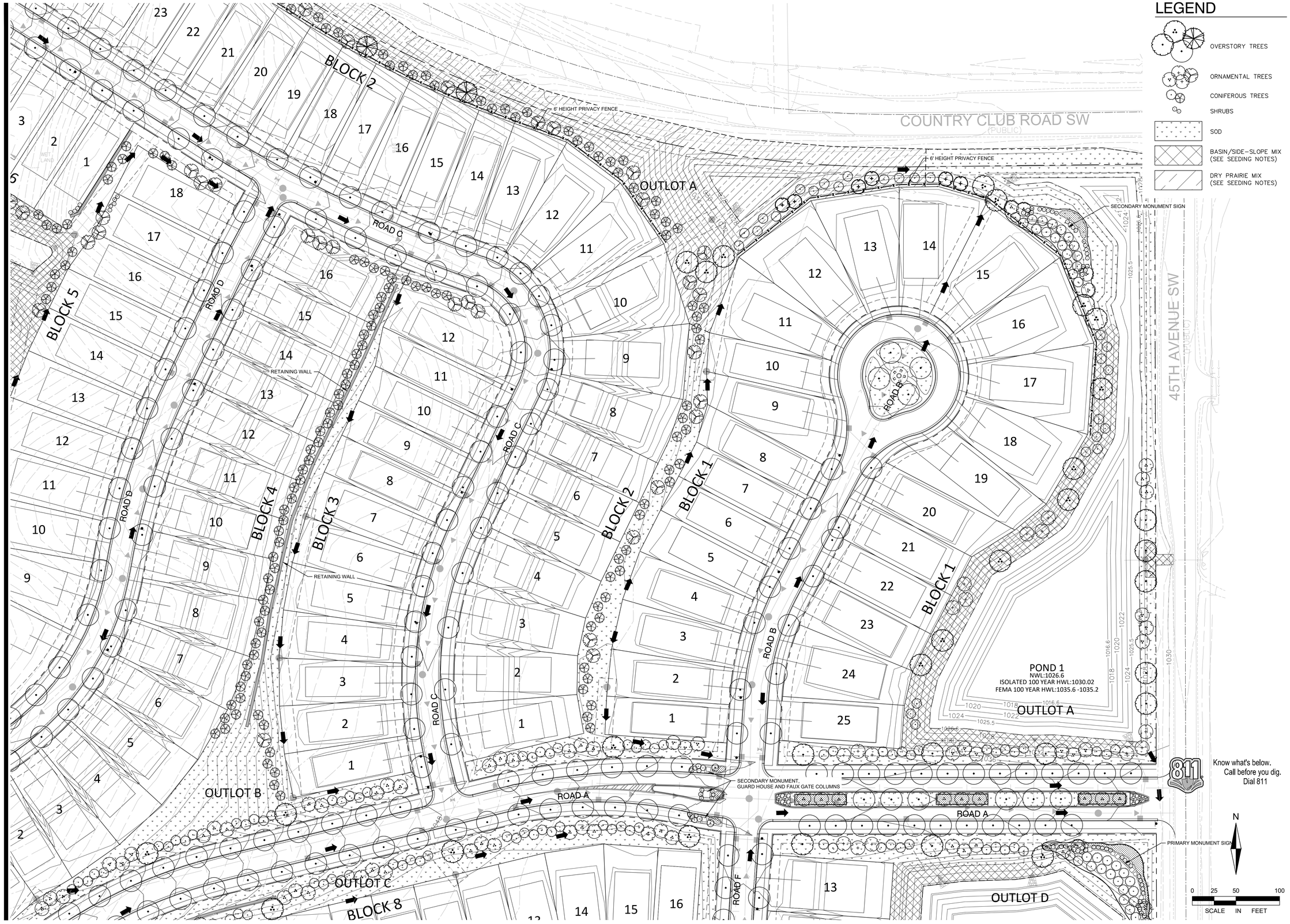
- TREE SPACING SHALL AVERAGE 50 FT BETWEEN TREES LOCATED WITHIN THE BOULEVARD FOR RESIDENTIAL PROPERTIES.
  TOTAL LOT FRONTAGE - 25262 LF /50 - 505 BOULEVARD TREES REQUIRED
  OVERALL PROVIDED - 505 TREES
- A MINIMUM SEPARATION OF 7 FT SHALL BE PROVIDED FROM EDGE OF DRIVEWAYS AS MEASURED FROM THE PROPERTY LINE.
- A MINIMUM SEPARATION OF 10 FT SHALL BE PROVIDED FROM WATER SERVICES.
- A MINIMUM SEPARATION OF 15 FT SHALL BE PROVIDED FROM FIRE HYDRANTS.
- A MINIMUM SEPARATION OF 12 FT SHALL BE PROVIDED FROM ALL OTHER ABOVE-GROUND UTILITY EQUIPMENT.
- A MINIMUM SEPARATION OF 20 FT SHALL BE PROVIDED FROM ROADWAY STREET LIGHTING.
- A MINIMUM SEPARATION OF 25 FT BETWEEN A BOULEVARD TREE AND THE INTERSECTION OF SIDEWALKS (NORMALLY MEASURED FROM THE PROPERTY LINE).
- ALL BOULEVARDS MUST BE VEGETATED WITH TURF GRASS OR OTHER APPROVED LANDSCAPING OUTSIDE OF THE ALLOWED PAVEMENT FOR SIDEWALK AND DRIVEWAY APPROACH.
- DEVELOPMENT REQUIRING PLANTING OF BOULEVARD TREES SHALL BE REQUIRED TO APPLY THE STANDARDS AND SPECIFICATIONS FOR TURF RESTORATION AND BOULEVARD TREATMENT AS ESTABLISHED BY THE PUBLIC WORKS DIRECTOR.

1 / 90 TREE PLANTING
NOT TO SCALE

LEGEND

- OVERSTORY TREES
- ORNAMENTAL TREES
- CONIFEROUS TREES
- SHRUBS
- SOD
- BASIN/SIDE-SLOPE MIX (SEE SEEDING NOTES)
- DRY PRAIRIE MIX (SEE SEEDING NOTES)





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Nigon Property
Rochester, Minnesota

Preliminary Plat Submittal

Landscape Plan - View A

DATE	DESCRIPTION
11-12-25	City Submittal

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed Landscape Architect under the laws of the State of Minnesota.

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

John D. Gingerich
Name

59233
License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: JDG
Drafted By:
Project No.: 4000569-00

91

Sheet 91 of 100

File Location: X:\4000569-00\30140 Design\03 Sheets - Preliminary\LANDSCAPE.dwg Plotted By: Dylan Boecker on November 13, 2025 3:54:36 PM

COUNTRY CLUB ROAD SW (AKA COUNTRY ROAD 34)
(PUBLIC)

ROAD C

BLOCK 2

BLOCK 5

BLOCK 6

ROAD D

6' HEIGHT PRIVACY FENCE

OUTLOT A

WETLAND 1

WETLAND

8' BIT. TRAIL

RETAINING WALL

LEGEND

- OVERSTORY TREES
- ORNAMENTAL TREES
- CONIFEROUS TREES
- SHRUBS
- SOD
- BASIN/SIDE-SLOPE MIX (SEE SEEDING NOTES)
- DRY PRAIRIE MIX (SEE SEEDING NOTES)

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Nigon Property
Rochester, Minnesota

Preliminary Plat Submittal
Landscape Plan - View B

DESCRIPTION	DATE
City Submittal	11-12-25

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Joel D. Gamble — 59233
Date — License no.

QA/QC CHECK

By — Date

PROJECT TEAM DATA

Designed By: JDG
Drafted By:
Project No.: 4000569-00

92

Sheet 92 of 100

File Location: X:\4000569-00\00140 Design\00 Sheets - Preliminary\LANDSCAPE.dwg Plotted By: Dylan Boecker on Nov 12, 2025 - 3:55:01 PM

LEGEND

- OVERSTORY TREES
- ORNAMENTAL TREES
- CONIFEROUS TREES
- SHRUBS
- SOD
- BASIN/SIDE-SLOPE MIX (SEE SEEDING NOTES)
- DRY PRAIRIE MIX (SEE SEEDING NOTES)

N

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SCALE IN FEET

OUTLOT A
OUTLOT B
OUTLOT C
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8
ROAD A
ROAD B
ROAD D
ROAD E
8' BIT. TRAIL
RETAINING WALL
POND

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Rochester, Minnesota

Preliminary Plat Submittal

Landscape Plan - View C

DATE	DESCRIPTION
11-12-25	City Submittal

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NOT FOR CONSTRUCTION

John D. Gingerich — 59233
Name — License no.

QA/QC CHECK

By — Date

PROJECT TEAM DATA

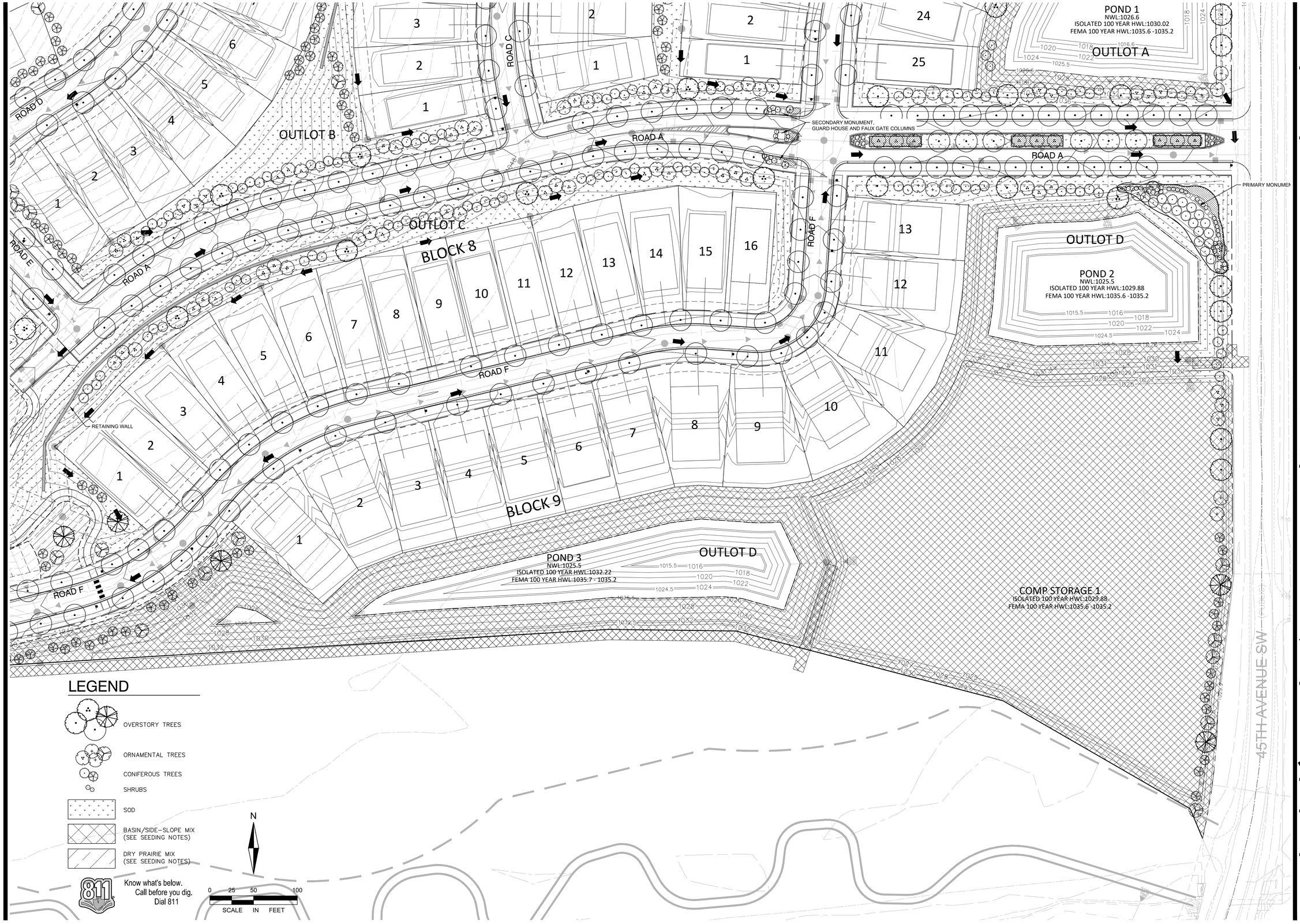
Designed By: JDG
Drafted By:
Project No.: 4000569-00

93

Sheet 93 of 100

File Location: X:\4000569-00\30140 Design\00 Sheets - Preliminary\LAND\CAIR.dwg Plotted By: Dylan Boecker on Nov/mmm 3:55:36 PM

1667



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Rochester, Minnesota

Preliminary Plat Submittal

Landscape Plan - View D

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11-12-25	City Submittal

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PRELIMINARY
FOR REVIEW
NOT FOR CONSTRUCTION

John Rockenbach — 59233
Date — License no.

QA/QC CHECK

By — Date

PROJECT TEAM DATA

Designed By: JDG
Drafted By:
Project No.: 4000569-00

94

Sheet 94 of 100

File Location: X:\4000569-00\01\40-Design\00 Sheets - Preliminary\LANDSCAPE.dwg Plotted By: Dylan Boecker on Tuesday, December 09, 2025 3:55:11 PM

1668



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Preliminary Plat Submittal

Landscape Plan - View E

DATE	DESCRIPTION
11-12-25	City Submittal

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PRELIMINARY
FOR REVIEW
NOT FOR CONSTRUCTION

Jordan D. Gerdes
Name
59233
State License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: JDG
Drafted By:
Project No.: 4000569-00

95

Sheet 95 of 100

File Location: X:\4000569-00\001\dd\Design\03 Sheets - Preliminary\LANDSCAPE.dwg Plotted By: Dylan Boecker on November 13, 2025 - 3:55:16 PM

1669

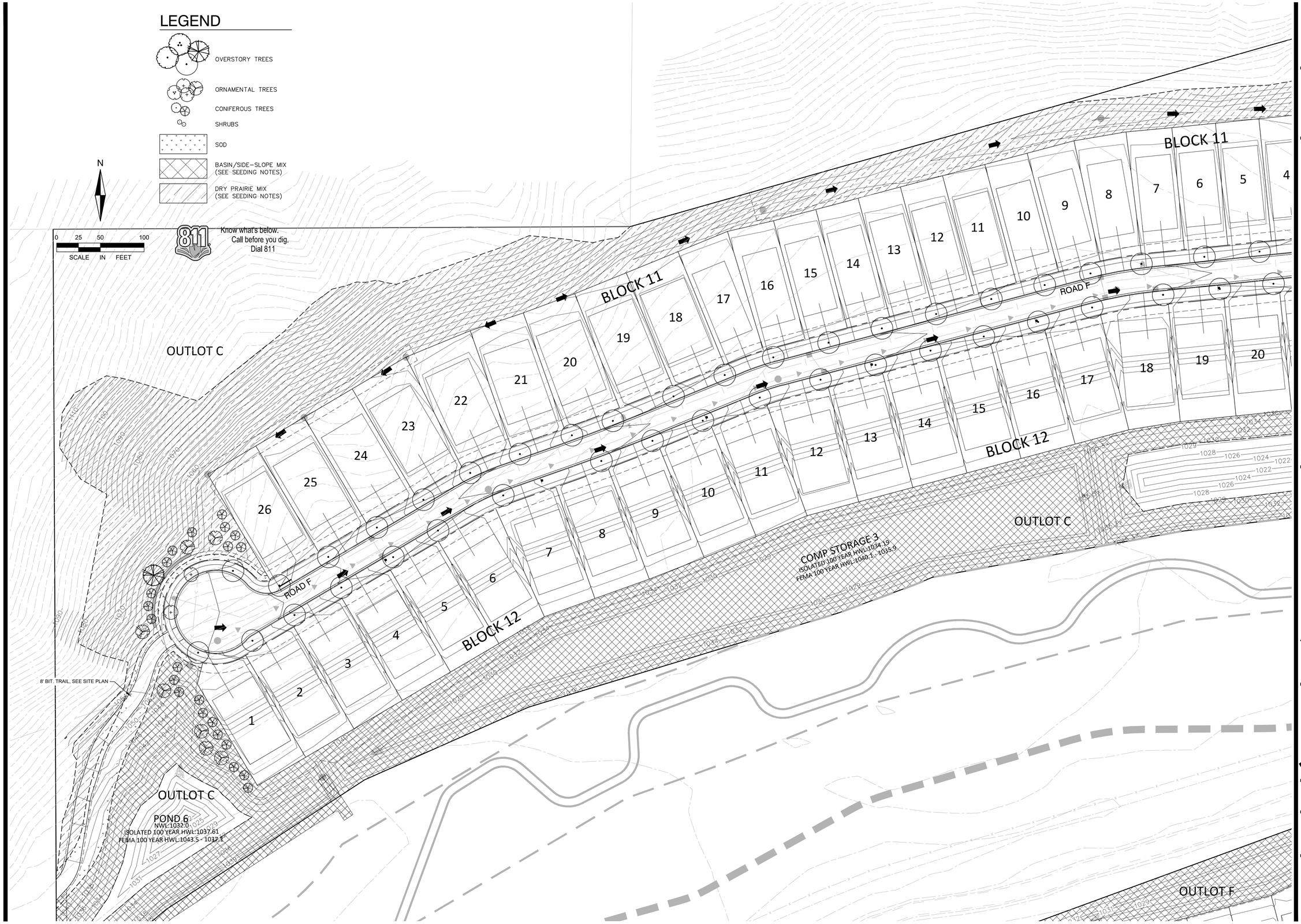
LEGEND

- OVERSTORY TREES
- ORNAMENTAL TREES
- CONIFEROUS TREES
- SHRUBS
- SOD
- BASIN/SIDE-SLOPE MIX (SEE SEEDING NOTES)
- DRY PRAIRIE MIX (SEE SEEDING NOTES)

N

0 25 50 100
SCALE IN FEET

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Preliminary Plat Submittal

Landscape Plan - View F

DESCRIPTION	DATE
City Submittal	11-12-25

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PRELIMINARY
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Joseph D. Gerber — 59233
Date — License no.

QA/QC CHECK

By — Date

PROJECT TEAM DATA

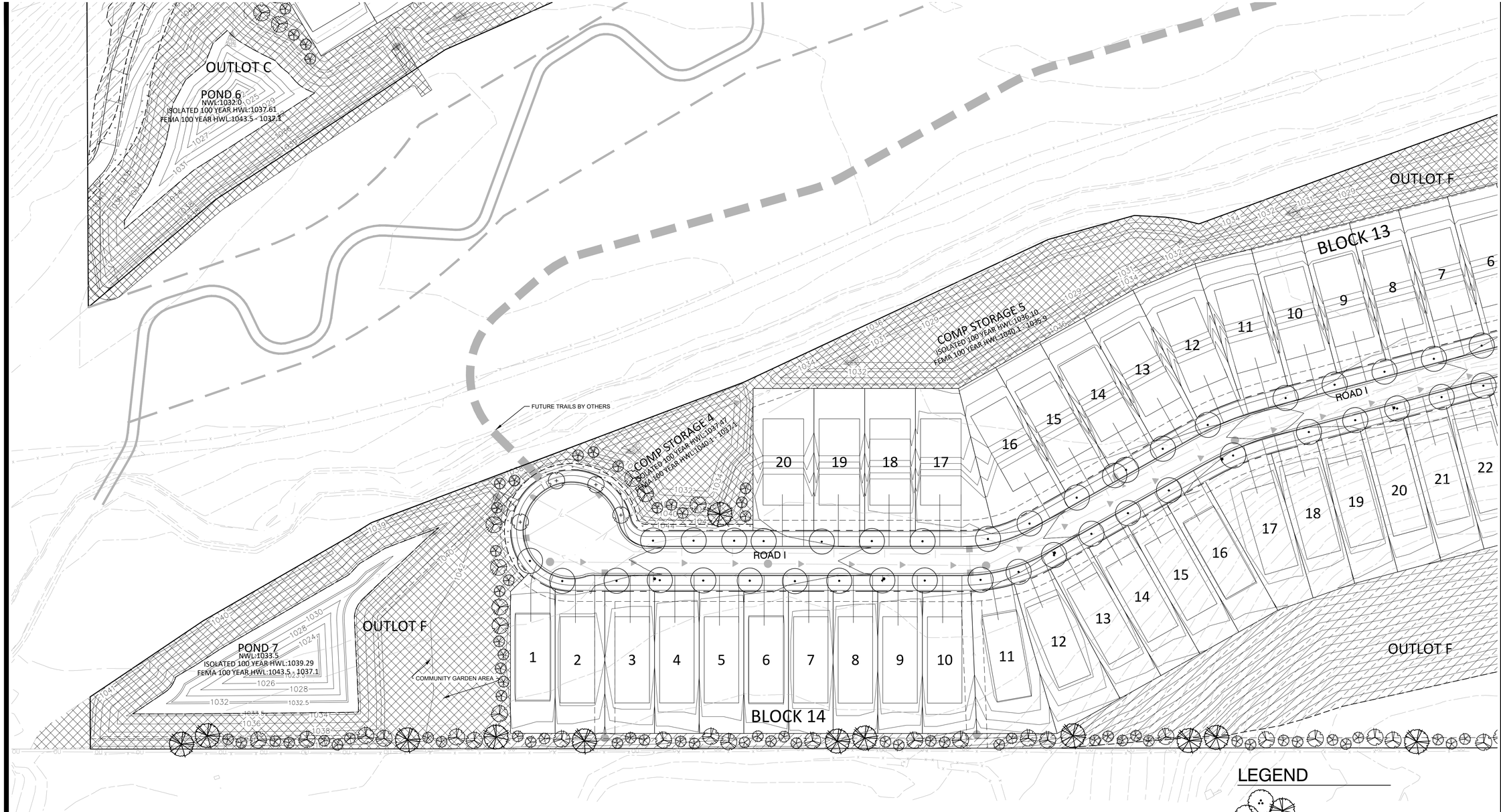
Designed By: JDG
Drafted By:
Project No.: 4000569-00

96

Sheet 96 of 100

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1670



LEGEND

- OVERSTORY TREES
- ORNAMENTAL TREES
- CONIFEROUS TREES
- SHRUBS
- SOD
- BASIN/SIDE-SLOPE MIX (SEE SEEDING NOTES)
- DRY PRAIRIE MIX (SEE SEEDING NOTES)

N

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Nigon Property
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Preliminary Plat Submittal
Landscape Plan - View G

DATE	DESCRIPTION
11-12-25	City Submittal

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John D. Gaughan
Name

59233
License no.

Date

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: JDG
Drafted By:
Project No.: 4000569-00

97

Sheet 97 of 100

File Location: X:\4000569\5050\140 Design\00 Sheets - Preliminary\LANDSCAPE.dwg Plotted By: Dylan Boecker on Nov 13, 2025 - 3:55:26 PM

1671

FUTURE TRAILS BY OTHERS

FUTURE TRAILS BY OTHERS

OUTLOT E

POND 8
NWL:1028.0
ISOLATED 100 YEAR HWL:1033.46
FEMA 100 YEAR HWL:1035.7-1035.5

OUTLOT F

BLOCK 13

ROAD I

ROAD G

OUTLOT B
AMENITY/PARK AREA

BLOCK 15

ROAD H

BLOCK 17

ROAD I

BLOCK 14

ROAD J

BLOCK 16

ROAD G

POND 9
NWL:1030.0
ISOLATED 100 YEAR HWL:1035.76
FEMA 100 YEAR HWL:1035.7 - 1035.6

OUTLOT E

BLOCK 17

OUTLOT F

AMENITY/PARK AREA

OUTLOT F

SECONDARY MONUMENT SIGN

LEGEND

- OVERSTORY TREES
- ORNAMENTAL TREES
- CONIFEROUS TREES
- SHRUBS
- SOD
- BASIN/SIDE-SLOPE MIX (SEE SEEDING NOTES)
- DRY PRAIRIE MIX (SEE SEEDING NOTES)

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Preliminary Plat Submittal

Landscape Plan - View H

DESCRIPTION	DATE
City Submittal	11-12-25

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John D. Gunyou — 59233
Date — License no.

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QA/QC CHECK

By — Date

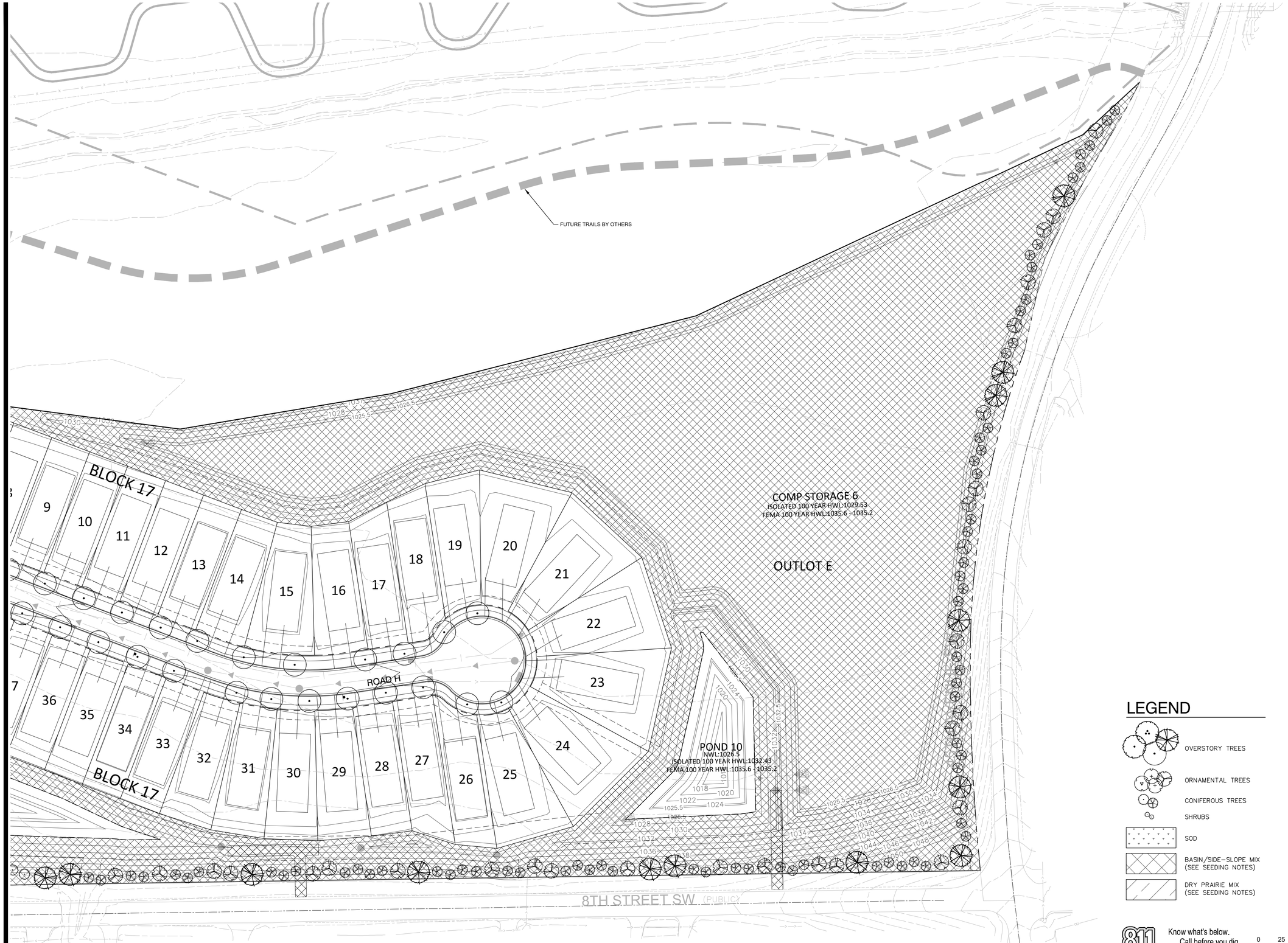
PROJECT TEAM DATA

Designed By: JDG
Drafted By:
Project No.: 4000569-00

98

Sheet 98 of 100

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LEGEND

- OVERSTORY TREES
- ORNAMENTAL TREES
- CONIFEROUS TREES
- SHRUBS
- SOD
- BASIN/SIDE-SLOPE MIX (SEE SEEDING NOTES)
- DRY PRAIRIE MIX (SEE SEEDING NOTES)

N

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Nigon Property
Rochester, Minnesota

Preliminary Plat Submittal
Landscape Plan - View I

DESCRIPTION	DATE
City Submittal	11-12-25

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PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

Signature
59233
Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

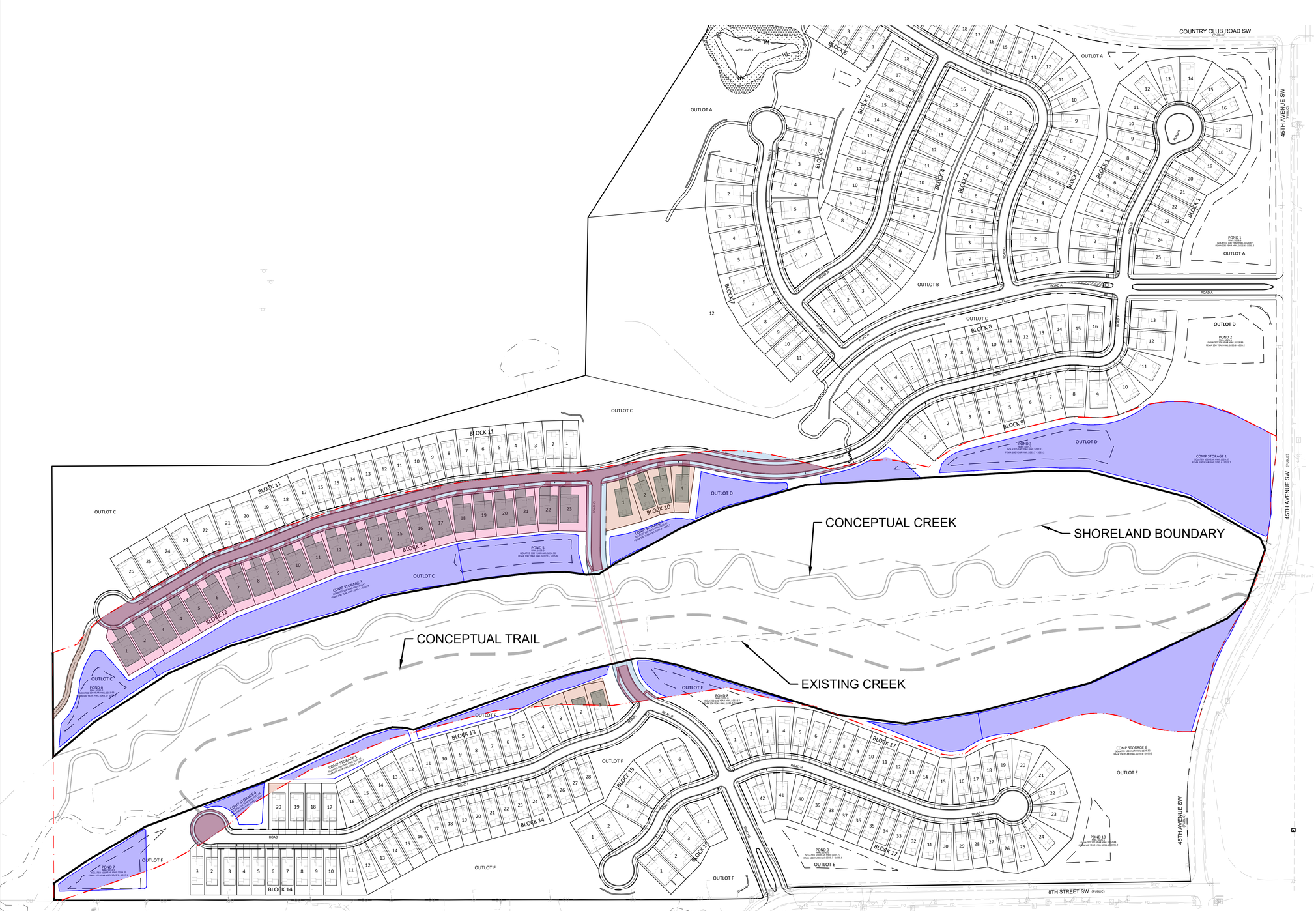
Designed By: JDG
Drafted By:
Project No.: 4000569-00

99

Sheet 99 of 100

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1673



	Total area sq ft	Total area acres	Impervious sq ft	Impervious acres
Total Shoreland Area	1,142,546	26.23	254,198	5.84
64' lots	205,061	4.71	123,993	2.85
60' lots	48,648	1.12	18,427	0.42
Right of way	150,167	3.45	107,192	2.46
Storm Water Management	580,145	13.32	0.00	0.00
Private Drive	4,465	0.10	4586.07	0.11
Open Space	154,060	3.54	0.00	0.00

CALCULATIONS AND ASSUMPTIONS

64' LOTS ASSUME 54'x85' GRADING PAD.
INDIVIDUAL LOTS INCLUDING DRIVEWAY HAVE 5,382 SF IMPERVIOUS.

60' LOTS ASSUME 40x85' GRADING PAD.
INDIVIDUAL LOTS WITH DRIVEWAY HAVE 3,980 SF IMPERVIOUS.

SHORELAND AREA: 26.23 AC

IMPERVIOUS AREA WITHIN SHORELAND AREA: 5.84 AC

IMPERVIOUS PERCENTAGE OUTSIDE THE FLOOD WAY = 5.84 AC / 26.49 AC = 22.04%

IMPERVIOUS AREA EQUAL TO 25% OUTSIDE FLOODWAY = 6.56 AC = 0.72 AC MORE THAN SHOWN

LEGEND

- DEVELOPMENT GROSS AREA BOUNDARY
- 300' SHORELAND BOUNDARY
- 64' LOT AREA
- 60' LOT AREA
- RIGHT-OF-WAY AREA
- STORM WATER MANAGEMENT AREA
- IMPERVIOUS ROW
- IMPERVIOUS LOT
- PRIVATE DRIVE

N

0 75 150 300
SCALE IN FEET

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NIGON PROPERTY - SHORELAND EXHIBIT

File Location: X:\4000\089-00\00\100 Exhibits\creek area.dwg Plotted By: Ed Lillie on November 11, 2025 at 3:19:36 PM

WSE MASSEY ENGINEERING & SURVEYING, LTD
1765 Restoration Road SW Rochester MN 55902

507.634.4505 ▌WSE.ENGINEERING

Creekview Meadows Third Subdivision

Major Land Subdivision

February 12, 2025

RESPONSE TO CRITERIA FOR MAJOR LAND SUBDIVISION PERMIT APPROVAL

4. Criteria for Major Land Subdivision Permit Approval

The Planning Commission shall recommend, and City Council shall approve, a Major Land Subdivision Permit, if it determines that the following criteria are met:

a. The proposed land subdivision is consistent with the adopted Comprehensive Plan.

The Land Use for the proposed subdivision is low density residential and the zoning is R-1. The proposed subdivision is consistent with both the designated land use and zoning. The density is 2.5 lots per acre which is consistent with the surrounding development.

b. The proposed land subdivision conforms to all standards in this UDC, unless a Minor Modification, Major Modification, or Variance for any deviation from the standards in this UDC has been approved pursuant to this UDC.

The land subdivision meets all the standards defined in the UDC for R-1 single family residential development.

c. The proposed land subdivision permit is consistent with any approved and applicable General Development Plan, Conditional Use Permit, and/or Traffic Impact Study.

A Traffic Study was previously completed for the entire Creekview Development. The county and city have approved the Traffic Study with conditions. The third addition of Creekview Meadows is consistent with the approved General Development Plan with the exception that the General Development Plan had to be amended to avoid some of the jurisdictional wetland areas. Additionally, the Fire Department requested a modification to the General Development Plan for fire access. The Major Land Subdivision plat includes the required changes to the General Development Plan.

d. The proposed land subdivision will not result in a violation of federal or state law or city or county ordinance.

The Land Subdivision as proposed does not violate any federal or state law or city, county ordinance.

e. The proposed water system and sanitary sewer system are adequate to serve the normal fire protection demands of proposed development and to provide for the efficient and timely extension to serve the future development.

A pre-development meeting was held to discuss utility services. It has been determined that there are adequate public services, such as sanitary sewer and watermain to serve the third addition of Creekview Meadows. The public utilities are contiguous with the boundary of this proposed project.

f. The plan for soil erosion and stormwater management meets the adopted standards of the City of Rochester and is consistent with the adopted Stormwater Management Plan or adopted drainage or stormwater policies.

The stormwater runoff will be treated for water quality and quantity in the existing storm water basin located east of 37th Avenue SE. This stormwater treatment facility was constructed with phases 1 and 2.

g. The vehicular, pedestrian, transit, and non-motorized system is consistent with adopted transportation plans and is consistent with the street layout standards listed in Section 60.400.040C Subdivision Level Connectivity and Circulation and applicable traffic service standards.

The vehicular and pedestrian system throughout the subdivision is consistent with transportation plans for a residential subdivision. The subdivision will have sidewalks along all public streets that will connect to all of the sidewalk systems in phases 1 and 2.

h. The soils, topography, and water tables have been adequately studied to ensure that all lots are developable for their designated purposes.

Soil exploration has been completed for the General Development Plan. The underlying soil consists of a thin layer or organic topsoil with granular material below the topsoil. The static water level will pose a problem with foundation systems for the homes.

i. **The proposed subdivision will not have off-site impacts on the street, drainage, water, or wastewater systems that exceed adopted standards.**

The drainage system will consist of drainage swales; storm water piping system; curb drain tile which will reduce storm water runoff impacts. The sanitary sewer system will connect to the existing sanitary piping system in phases 1 and 2 and connect to the trunkline system located south of the project.

Traffic upgrades to 20th Street SE are required by Olmsted County, the upgrading of 20th Street SE is included in the Construction plans for Creekview Meadow.

j. **The lot and block layout provide for safe and convenient pedestrian, non-motorized vehicle, transit, vehicular, service and emergency access, efficient utility service connections, and adequate buildable area in each lot for planned uses.**

The proposed residential project is compatible with the surrounding developed areas and will be compatible with future development as shown in the General Development Plan.

k. **The proposed subdivision has taken into account the current six-year and other Long-Range Capital Improvements Programs and the elements listed in those programs in the design of the subdivision.**

The subdivision improvements are being financed by the Developer. There are no funds being used that is in the six-year Capital Improvement Plan for the City.

l. **The proposed subdivision will not have adverse impacts on the safety or viability of permitted uses on, or the efficient continued development of, adjacent properties.**

The proposed development is compatible with the surrounding developed land and maintains the character of the previously developed areas.

m. **Rights-of-way and easements of adequate size and dimension are provided for the purpose of constructing the street, utility, and drainage facilities needed to serve the development.**

The Major Subdivision Plat provides adequate right of ways for the public streets In accordance with the Engineering Standards for the City of Rochester. The Street width allows for parking in the street.

n. **The proposed parks, trail thoroughfares, and open space dedications are consistent with adopted plans, policies, and regulations.**

The Park Department has determined that there is adequate parkland available in the area and are requiring payment of parkland dedication fees.

o. **If located in a residential zoning district, the subdivision addresses the need to avoid spillover parking from subdivision residents into surrounding residential districts.**

The design of the public streets will allow for on-street parking. The driveways and garages also provide parking. Most of the homes proposed for this development have two and three car garages.

1) **The proposed subdivision adequately mitigates the risks of flooding, inadequate drainage, soil and rock formations with severe limitations for development, severe erosion potential, or any other floodplain related risks to the health, safety, or welfare of the future residents of the proposed subdivision in a manner consistent with this ordinance;** *NA*
2) **Each lot contains a potential building site located outside of the Floodway District at or above the regulatory flood protection elevation;** *NA*
3) **Adequate drainage is provided to reduce exposure of flood hazard;** *NA*
4) **For all subdivisions containing land within the Floodway and/or Flood Fringe District boundaries, the regulatory flood protection elevation and the required elevation of all access roads are clearly labeled on all required subdivision drawings and platting documents.** *NA*
5) **The subdivision provides road access both to the subdivision and to the individual building site no lower than two feet below the regulatory flood protection elevation; and** *NA*
6) **All public utilities and facilities, such as sewer, gas, electrical, and water systems, are located and constructed to minimize or eliminate flood damage.** *NA*

Agency Review Comments

Application No: CD2025-042PLAT

11/25/2025 **County GIS/E911**

See attached document PulteHomesPP_Referral.pdf.

11/25/2025 **County Public Works**

Per previous discussions with the developer, Olmsted County is planning to reconstruct CSAH 34 (County Club Road W) and additional right of way will be required that will likely affect the proposed layout. A pedestrian trail will be needed along CSAH 34. Work with Olmsted County on the required right of way needed for the project. The Traffic impact report is under review and additional conditions will be required based on final acceptance of the report.

11/20/2025 **Fire Review**

Contact me for map of houses that will require to be sprinklered

12/1/2025 **LGU**

This plat does not impact the wetland or Decorah within the plat, noted in the wetland report.

11/21/2025 **Park and Rec Review**

See attached comment in Accela software.

12/1/2025 **Public Works Review**

See attached comment in Accela software.

11/26/2025 **RPU Electric Review**

Outlot F & Outlot E-Adjust utility easement width/length to avoid tight jog. See attached markup in documents.

11/24/2025 **RPU Water Review**

RPU Water Dept has no objections to this Major Land Subdivision application. See RPU Water Dept. plan review mark-ups and informational letter both dated 11/24/2025 for more details and information.

ROCHESTER PUBLIC WORKS
City of Rochester
Development Services and Infrastructure Center
4001 West River Parkway NW, STE 100
Rochester, MN 55901-7090
Phone: 507-328-2400
Fax: 507-328-2401

TO: Community Development
4001 West River Parkway NW, Suite 100
Rochester, MN 55901-7090

FROM: Mark E. Baker

RE: Pulte Homes Del Webb Major Land Subdivision
(PINs 89159, 41608, & 81149)
(Part of Sections 5 & 6-106-14)

DATE: 11/26/25

The Department of Public Works has reviewed the application for Major Land Subdivision CD2025-042PLAT, and the proposed Nigon Property (Pulte Homes Del Webb) development. The following are item(s) that need to be addressed prior to Final Plat application:

1. Civil Plans & Stormwater Management Plan approval will be required as part of the subdivision approval process for this property. The street and utility design and layout depicted within the Major Land Subdivision application documents should be considered conceptual. Civil and Stormwater Management Plans ready for review and approval should be emailed to LDSubmittals@Rochestermn.gov along with a completed grading permit application. For stormwater related questions, contact Seth Loken at sloken@rochestermn.gov. For civil plan related and city owner contract related questions, contact Kyle Mittlieder at kmittlieder@rochestermn.gov.

2. Execution of a City-prepared Development Agreement is needed to address the adequacy of public facilities and to memorialize terms and obligations related to items such as; extension of public infrastructure, 45th Ave SW and 8th Street SW obligations, private construction of the public bridge connecting the north and south portions of the Property across the proposed City parcel, pedestrian facilities, maintenance of any approved roadway medians/islands, ownership and maintenance of the proposed outlots, and the proposed storm water facilities, development related charges applicable to the Property, etc. Execution by the Owner is required prior to recording the Final Plat. Please contact Mark Baker at 507-328-2427 or mbaker@rochestermn.gov to initiate preparation of the document.

Other comments that are not conditions of approval:

1. A revised Traffic Impact Report has been provided to Public Works for review. Development will be subject to compliance with conditions of TIR acceptance.
2. The proposed layout of several of the cul-de-sacs results in significant road frontages without abutting lots. The street layouts should be designed to minimize occurrences of road segments without lots along all frontages.

3. Execution of a City-Owner Contract, and dedication of any applicable on and off-site public easements is required, prior to construction of the public infrastructure for each phase of development within the Property.
4. Public Works collected development charges/fees applicable to the Property include: A Trunk Sanitary Sewer Rate Charge (TSR) – West Zumbro District, a Water Availability Charge (WAC), and a Storm Water Management Plan Area Charge (SWMPAC) - Development is also subject to incidental charges for items such as street signage and pedestrian ramps. Calculation and timing for payment of these development charges will be addressed in City-Owner Contract and / or Development Agreement.
5. Individual lot development is subject to a Plant Investment Fee (PIF) that collected as part of the Building Permit approval process.
6. Construction of pedestrian facilities along the public street frontages of all outlots that are not intended for future private development shall be included as work elements within the City-Owner Contract for each phase of the Project.
7. Phasing of development of the property will need to be coordinated to comply with the maximum number of lots allowed by Fire Code on a single access.

Sent to Planning Department via Accela only

ROCHESTER PARK AND RECREATION DEPARTMENT
REFERRAL COMMENTS FORM

DATE: November 21, 2025

TO: Community Development

RE: Del Webb – Nigon
CD2025-042Plat

Acreage of plat……	141
Number of dwelling units……...	300
Density factor……	.0244
Dedication ……	7.32
Fair market value of land……	$25,000/acre

PARK DEDICATION REQUIREMENTS

- As subdivision of land is occurring the parkland dedication ordinance is in effect. The project is responsible for 7.37 acres of parkland dedication. Park staff have met with the developer and agreed that dedication requirement should be met via cash-in-lieu of land. The developer should provide payment of $183,000 (7.32*$25,000=$183,000) prior to recordation of the final plat.

Jeff Feece
201 Fourth Street SE, Room 150
Rochester, MN 55904-3769
Phone: 507-328-2540
jfeece@rochestermn.gov

ROCHESTER
FIRE DEPARTMENT
FIRE MARSHAL

City of Rochester
201 4th Street SE - STE 10
Rochester, MN 55904-3726

Phone: 507-328-2800
Fax: 507-328-2829

November 20th, 2025

Community Development Department
4001 West River Parkway Suite 100
Rochester, MN 55901

SUBJ: CD2025-042PLAT, Major Land Subdivision, by Pulte Homes of Minnesota LLC, to subdivide approximately 141 acres of land into 300 residential lots. The site is located southeast of the intersection of Country Club Rd W and 45th Ave SW.

Regarding the above-referenced project plan, the Fire Department has the following requirements:

1. **Water Supply and Hydrants**
   An adequate water supply shall be provided for fire protection, including hydrants properly located and installed in accordance with the specifications of the Water Division. Hydrants shall be installed and operational prior to the commencement of building construction.
   a) The required fire flow for each lot will be determined based on the size and construction type of the proposed buildings.
   b) For Group R-3 occupancies, hydrants shall be located such that the distance to any structure within the addition does not exceed 400 feet.

2. **Streets and Roadways**
   Streets and roadways shall be provided in accordance with the Fire Code, the Zoning Ordinance, and the Land Development Manual. Emergency vehicle access roadways shall be serviceable prior to and during building construction.
   a) The minimum street width shall be no less than 20 feet of clear, drivable surface.
   b) Streets less than 32 feet in width shall be posted “No Parking” on one side.
   c) Streets less than 26 feet in width shall be posted “No Parking” on both sides.
   d) Cul-de-sacs with a diameter of less than 96 feet shall be posted “No Parking.”

3. **Signage**
   All street, directional, and fire lane signs must be installed prior to the occupancy of any buildings.

4. **Emergency Vehicle Access**
   The proposed emergency vehicle access road must comply with the requirements of Section 503 of the Minnesota State Fire Code and Appendix D.

5. **Turning Radius Specifications**
   Contact the Fire Marshal's Office for the required turning radius specifications for fire apparatus, including those applicable to cul-de-sacs and roundabouts.

6. **Turnarounds**
   Any Fire Department access road shall be provided with an approved turnaround as described in Figure D103.1 of the 2020 Minnesota State Fire Code.

7. **One- and Two-Family Residential Developments**
   Developments consisting of one- or two-family dwellings with more than 50 dwelling units shall be provided with two separate and approved apparatus access roads.

Exceptions:
Where more than 50 dwelling units are served by a single public or private apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Sections 903.3.1.1, 903.3.1.2, or 903.3.1.3, access from two directions shall not be required.

Corrections:

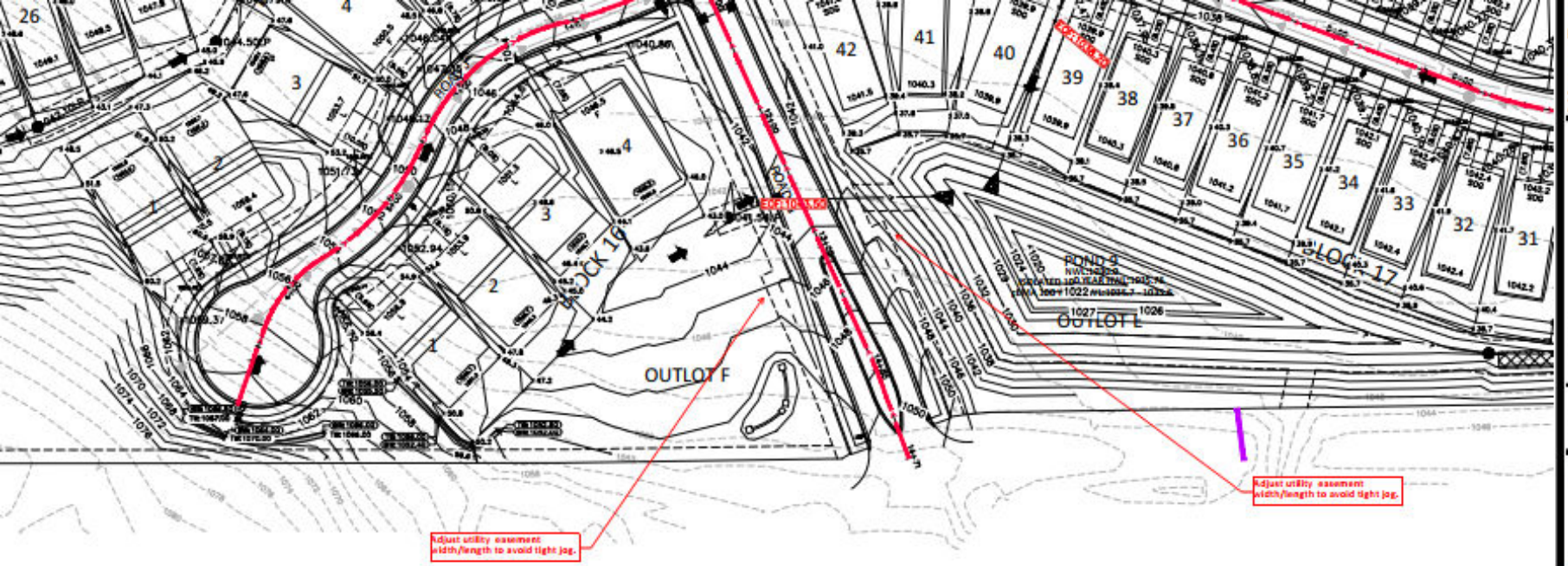
1. All dwelling units located west of the four-way intersection will be required to be sprinklered under the current road layout. (See Drawing Below, houses circled in red are the units that will be required to be sprinklered)
2. Potential Relocation of hydrant in the Northeast cul-de sac

Please contact the Rochester Fire Marshal's Office with any questions.

These new developments is within our 4-minute response area. The Northeast corner of the development has an ISO rating of 2 but the rest of the development has an ISO rating of 8.

Sincerely,

Nathan Swisher
Fire Protection Specialist



Nigon Pro

Rochester, Minnesota

Preliminar

Grading A

DESCRIPTION

DATE

CERTIFICATION

PRELIMINARY

FOR REVIEW

NOT FOR CONSTRUCTION

QA/QC CHECK

PROJECT TEAM DATA

Know what's below.
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SCALE IN FEET

4 1685

ROCHESTER PUBLIC UTILITIES
WE PLEDGE, WE DELIVER

City of Rochester
4000 East River Road NE
Rochester, MN 55906-2813

Phone: 507-280-1500
Fax: 507-280-1542

November 24, 2025

COMMUNITY DEVELOPMENT DEPARTMENT
4001 West River Pkwy NW, Suite 100
Rochester, MN 55901

REFERENCE: Major Land Subdivision CD2025-042PLAT by Pulte Homes of Minnesota LLC to be known as Del Webb Rochester Nigon SW

Our review of the referenced preliminary plat is complete and our comments follow:

1. We have provided the applicant's engineering firm with comments on the proposed water system layout.
2. Final construction plans will need to conform to standard City of Rochester Requirements.
3. Static water pressures within this property will range from the low 40's to upper 60's PSI depending on the finished floor elevations and which pressure water system each home/building is located in.
4. Per Section 1004 Water main Design of the City of Rochester Engineering Standards, looping of water mains is required in all cul-de-sacs and dead end streets unless topographic conditions make it impractical. Water mains are to be extended to the end limits of new subdivisions, and other developments, to facilitate future water system extensions and looping, unless RPU determines otherwise.
5. The proposed development would include some required water main over-sizing. Per the City of Rochester Engineering Standards Section 1004 Water Main Design Subsection 1004.1 Sizing Water Main, standard water main size for water distribution system design is eight (8) inch diameter. Twelve (12) inch or larger diameter water mains, as required by RPU based on water main hydraulic capacity requirements to serve future adjacent portions of the water distribution system, are considered over-sized water mains. At the end of the year in which the over-sized water main was installed, tested and accepted; RPU will reimburse the owner/developer the incremental cost for constructing over-sized water mains, valves, and fittings. RPU determines the reimbursement amount and it is NOT based on the developers costs and/or the contractors unit price or lump sum pricing for the project.

Please contact us at 507-280-1505 if you have questions.

Very truly yours,

Wade Neubauer
Water

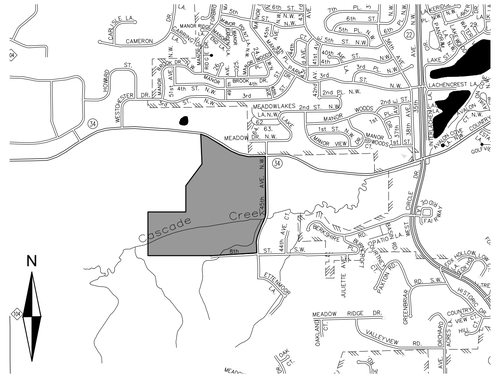
C: Luke Payne, RPU
Jerry Norman, Building Safety
Mark Baker, City Public Works
Jason Fife, Fire Prevention
Bernard Nigon, Owner
Brent Bunke, RPU
Gary Schick, Building Safety, Plumbing
Jamie Miller, City Public Works
Mark Rausch, Alliant Engineering
Dean R Lotter, Pulte Homes of Minnesota

Nigon Property

Rochester, Minnesota

REVIEWED BY RPU-WATER
weneub, 11/24/2025, 8:07:50 AM





VICINITY MAP
Scale: 1"=2000'

CONTACT LIST

DEVELOPER
Pulte Group
1650 W. 82nd Street, Suite 300
Bloomington, MN 55431
Contact: Chad Onsgard
Email: chad.onsgard@pultegroup.com
CONTACT: Dean Lotter
EMAIL: Dean.Lotter@PulteGroup.com

CONSULTANT
Alliant Engineering, Inc.
Marquette Avenue South, Suite 700
Minneapolis, MN 55402
Phone: 612.758.3080
Fax: 612.758.3099

ENGINEER
Tyler Stricherz-Gaalswyk
License No. 61993
Email: TStricherz@alliant-inc.com

SURVEYOR
Daniel Ekrem
License No. 57366
Email: dekrem@alliant-inc.com

LANDSCAPE ARCHITECT
John Gronhovd
License No. 59233
Email: jgronhovd@alliant-inc.com

PLAN SUBMISSION/REVISION MATRIX

#	SHEET DESCRIPTION	2025-11-12
1	Cover Sheet	X
2-7	Existing Conditions	X
8	Preliminary Plat - Overall	X
9-17	Preliminary Plat - View A-View I	X
18	Preliminary Plat Parcel Area Table	X
19	Phasing Plan	X
20	Site Plan - Overall	X
21	Site Plan Notes & Details	X
22-30	Site Plan - View A-View I	X
31	Grading And Drainage Plan - Overall	X
32	Grading & Pad Holddown Details	X
33-41	Grading And Drainage Plan - View A-View I	X
42-46	Grading Profiles	X
47-51	Pond Details	X
52-56	Compensatory Storage Details	X
57	Erosion & Sediment Control Plan - Overall	X
58-66	Erosion & Sediment Control Plan - View A-View I	X
67	Erosion & Sediment Control Notes	X
68	Sanitary Sewer & Watermain Plan - Overall	X
69-77	Sanitary Sewer & Watermain Plan - View A-View I	X
78	Storm Sewer Plan - Overall	X
79-87	Storm Sewer Plan - View A-View I	X
88	Storm Sewer Schedule	X
89	Wetland Management Plan	X
90	Landscape Plan - Overall	X
91-99	Landscape Plan - View A-View I	X

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ALLIANT
www.alliant-inc.com

Del Webb

Nigon Property
Rochester, Minnesota

Preliminary Plat Submittal

Cover Sheet

DATE	DESCRIPTION
11-12-25	City Submittal

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Civil Engineer under the laws of the State of Minnesota.

Signature

Typed or Printed Name

Date License no.

PRELIMINARY
NOT FOR CONSTRUCTION
FOR REVIEW ONLY

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

1

Sheet 1 of 100

File Location: X:\4000569-00\00140 Design\00 Sheets - Preliminary\COVER.dwg Plotted By: Dylan Boecker on November 12, 2025 - 1:13 PM

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NWL INTERMEDIATE PRESSURE LEVEL PRV HGL SET TO ELEV. 1220'

APPROX. FIRE FLOW = 1,015 GPM @ 20 PSI
STATIC PRESSURE = 47.1 @ ELEV. 1097.00'

APPROX. FIRE FLOW = 1,260 GPM @ 20 PSI
STATIC PRESSURE = 44.3 @ ELEV. 1103.20'

APPROX. FIRE FLOW = 1,970 GPM @ 20 PSI
STATIC PRESSURE = 54.9 @ ELEV. 1042.00'

APPROX. FIRE FLOW = 1,521 GPM @ 20 PSI
STATIC PRESSURE = 49.6 @ ELEV. 1054.00'

APPROX. FIRE FLOW = 1,608 GPM @ 20 PSI
STATIC PRESSURE = 54.4 @ ELEV. 1043.00'

APPROX. FIRE FLOW = 1,186 GPM @ 20 PSI
STATIC PRESSURE = 47.0 @ ELEV. 1060.0'

APPROX. FIRE FLOW = 1,325 GPM @ 20 PSI
STATIC PRESSURE = 57.2 @ ELEV. 1036.50'

LOWEST HOME AT ELEV. 1038.5' ON NW INT. LEVEL = 78.6 PSI STATIC

NW INTER-MEDIATE LEVEL

AMENITY CENTER

134 LOTS PLUS AMENITY CENTER ON PRV

MAIN LEVEL

MAIN PRESSURE LEVEL TOWER WORKING ELEV. 1166' (SERVE UP TO ELEV. 1065' W/ STATIC PRESSURE OF 44-48 PSI)

VIEW A
VIEW B
VIEW C
VIEW D
VIEW E
VIEW F
VIEW G
VIEW H
VIEW I

CASCADE CREEK FLOODWAY - CITY OWNED PARCEL

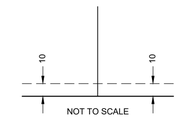
NOTE:

SEE SHEET 18 FOR PARCEL AREA TABLE.

LEGEND:

- PROPERTY LINE
- LOT LINE
- R.O.W
- EASEMENT LINE
- FOUND IRON MONUMENT

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



Being 10 feet in width and adjoining right of way lines, unless otherwise indicated on the plat.

ALLIANT
www.alliant-inc.com

Del Webb

Nigon Property
Rochester, Minnesota
Preliminary Plat Submittal
Preliminary Plat - Overall

DATE	DESCRIPTION
11-12-25	City Submittal

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Signature

Typed or Printed Name

Date License no.

PRELIMINARY NOT FOR CONSTRUCTION FOR REVIEW ONLY

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

8

Sheet 8 of 100

File Location: X:\4000569\50\50140 Design\90 Sheets - Preliminary\PRELIMINARY PLAT.dwg Plotted By: Dylan Boeckel on Nov 12, 2025 at 3:43:28 PM

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0 100 200 400
SCALE IN FEET

UTILITY NOTES:

1. EXISTING UTILITIES, SERVICE LOCATIONS AND ELEVATIONS SHALL BE VERIFIED IN FIELD PRIOR TO CONSTRUCTION.
2. MAINTAIN A MIN 18" VERTICAL SEPARATION AT ALL PIPE CROSSINGS, LOWER WATERMAIN AS NECESSARY. WATER AND SANITARY SEWER LINES TO MAINTAIN 10' HORIZONTAL SEPARATION.
3. CONTRACTOR IS RESPONSIBLE FOR ALL PERMITS PRIOR TO THE START OF CONSTRUCTION.
4. PROVIDE POLYSTYRENE INSULATION FOR ALL STORM SEWER AND WATERMAIN CROSSINGS WHERE VERTICAL OR HORIZONTAL SEPARATION IS LESS THAN 2'.
5. ALL UTILITY WORK WITHIN THE R.O.W. SHALL COMPLY WITH THE CITY OF ROCHESTER ENGINEERING GUIDELINES.
6. NOTIFY GOPHER STATE ONE CALL 48 HOURS IN ADVANCE OF ANY UTILITY WORK.
7. PROVIDE TEMPORARY TRAFFIC CONTROL IN COMPLIANCE WITH MNDOT "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS-FIELD MANUAL" LATEST REVISION, FOR ANY CONSTRUCTION WITHIN PUBLIC R.O.W.
8. ALL SANITARY MANHOLES TO BE 48" DIAMETER CONCRETE W/NEENAH R-1642 CASTING, UNLESS NOTED OTHERWISE.
9. WATERMAIN, SERVICES, AND VALVES SHALL BE INSTALLED WITH MINIMUM 7.5' OF COVER.
10. WATER SERVICES SHALL BE 1" DIA. ENDOPRENE W/ 1" CORP. STOP AND 1" CURB BOX.
11. SEWER SERVICES SHALL BE 4" PVC, SCH 40 W/ MINIMUM 2% SLOPE UNLESS OTHERWISE NOTED ON THE PLANS.
12. WATER SERVICES MAY BE PLACED IN SAME TRENCH AS SEWER SERVICES PROVIDED THAT A 18" VERTICAL & A 36" HORIZONTAL SEPARATION ARE MAINTAINED AND PIPE MATERIALS MEET THE CITY AND BUILDING CODES.
13. ALL CURB BOXES SHALL BE ADJUSTED TO AN ELEVATION OF 1" BELOW FINISHED GRADE.
14. ALL WATERMAIN SHALL BE C900 PVC.
15. THE MAXIMUM DISTANCE BETWEEN FIRE HYDRANTS SHALL NOT EXCEED 300 FT.

7' (10' MAX.)

MAY

TYPE K COPPER

CHECK WITH FIRE DEPT., I BELIEVE THIS IS 400'

WATER MAIN THAT IS >8" DIA., DEPTH >= 9', LOCATED WITHIN ROCK, CONTAMINATED SOILS ARE PRESENT, OR COMMON TRENCH MUST BE DIP (ZINC COATED) AND ENCASED IN POLYETHYLENE.

ADDITIONAL UTILITY NOTES:

1) ALL CONSTRUCTION TO BE PER LATEST CITY OF ROCHESTER STANDARD DETAILS & SPECIFICATIONS.

2) CONTRACTOR TO OBTAIN ALL UTILITY CONNECTION PERMITS FROM THE CITY OF ROCHESTER PUBLIC WORKS DEPARTMENT PRIOR TO CONSTRUCTION BEGINNING.

3) WATER SERVICE INSTALLATIONS SHALL CONFORM TO THE CURRENT VERSION OF THE MINNESOTA PLUMBING CODE CHAPTER 4714 AS ADOPTED BY THE CITY AND THE REQUIREMENTS OF RPU RULES & REGS.

4) PROPOSED WATER SERVICES ARE PRIVATE. EXISTING AND PROPOSED WATER MAIN IS PUBLIC.

5) CONTRACTOR TO FOLLOW CITY DETAIL PLATES 4-01 AND 6-11 FOR PRIVATE WATER SERVICE INSTALLATION.

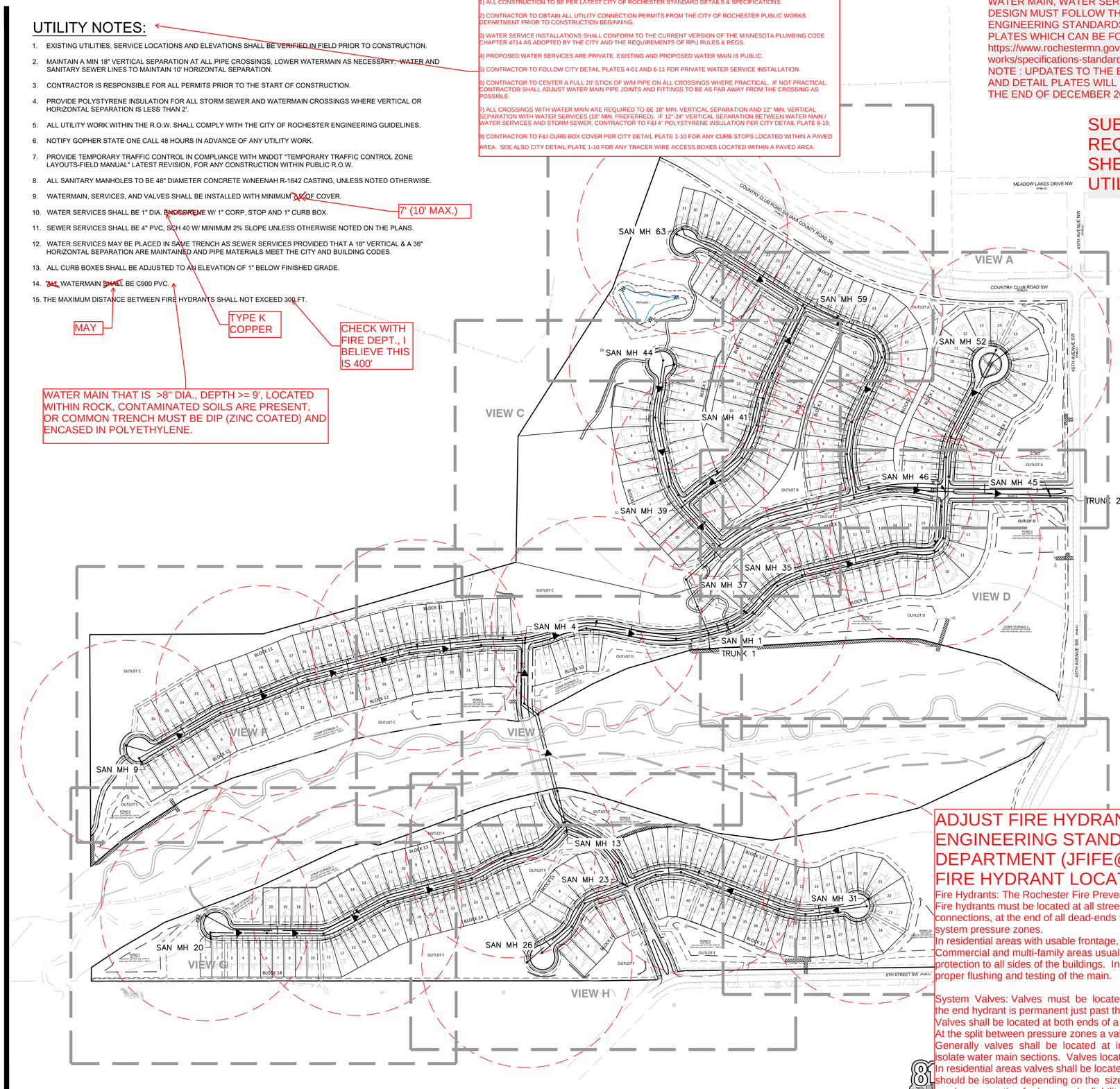
6) CONTRACTOR TO CENTER A FULL 20' STICK OF W/M PIPE ON ALL CROSSINGS WHERE PRACTICAL. IF NOT PRACTICAL, CONTRACTOR SHALL ADJUST WATER MAIN PIPE JOINTS AND FITTINGS TO BE AS FAR AWAY FROM THE CROSSING AS POSSIBLE.

7) ALL CROSSINGS WITH WATER MAIN ARE REQUIRED TO BE 18" MIN. VERTICAL SEPARATION AND 12" MIN. VERTICAL SEPARATION WITH WATER SERVICES (18" MIN. PREFERRED). IF 12"-24" VERTICAL SEPARATION BETWEEN WATER MAIN / WATER SERVICES AND STORM SEWER, CONTRACTOR TO F&I 4" POLYSTYRENE INSULATION PER CITY DETAIL PLATE 6-19.

8) CONTRACTOR TO F&I CURB BOX COVER PER CITY DETAIL PLATE 1-10 FOR ANY CURB STOPS LOCATED WITHIN A PAVED AREA. SEE ALSO CITY DETAIL PLATE 1-10 FOR ANY TRACER WIRE ACCESS BOXES LOCATED WITHIN A PAVED AREA.

WATER MAIN, WATER SERVICES, AND FIRE HYDRANT DESIGN MUST FOLLOW THE LATEST CITY OF ROCHESTER ENGINEERING STANDARDS, SPECIFICATIONS, AND DETAIL PLATES WHICH CAN BE FOUND HERE: https://www.rochestermn.gov/departments/public-works/specifications-standards
NOTE : UPDATES TO THE ENGINEERING STANDARDS, SPECS, AND DETAIL PLATES WILL BE POSTED TO THE WEBSITE AT THE END OF DECEMBER 2025 OR EARLY JANUARY 2026.

SUBMITTAL IS MISSING THE REQUIRED PLAN & PROFILE SHEETS FOR THE PUBLIC UTILITIES (SAN., W/M, STORM)



LEGEND:

- EASEMENT LINE
- LOT LINE
- PROPERTY LINE
- ROW
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING WATERMAIN
- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE
- EXISTING STORM SEWER
- EXISTING SANITARY MANHOLE
- EXISTING SANITARY SEWER
- PROPOSED GATE VALVE
- PROPOSED HYDRANT
- PROPOSED WATERMAIN
- PROPOSED CATCH BASIN
- PROPOSED STORM MANHOLE
- PROPOSED STORM SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SEWER
- PROPOSED HYDRANT RADIUS
- EXISTING HYDRANT RADIUS

SANITARY SEWER SCHEDULE:

MH FROM	MH TO	PIPE O.D. [IN]	PIPE SLOPE [FT/FT]	PIPE LENGTH [FT]	INVERT FROM	INVERT TO	RIM ELEV	STRUCTURE SIZE [IN]	MANHOLE BUILD [FT]	PIPE TYPE
MH 63	MH 62	8	0.0470	162.22	1086.77	1079.15	1096.27	48	9.50	SDR-35 PVC
MH 62	MH 59	8	0.0040	399.36	1079.05	1077.45	1088.70	48	9.65	SDR-35 PVC
MH 41	MH 61	8	0.0100	105.03	1064.05	1063.00	1075.55	48	11.50	SDR-35 PVC
MH 61	MH 60	8	0.0100	102.45	1062.90	1061.88	1074.49	48	11.59	SDR-35 PVC
MH 60	MH 59	8	0.0080	277.64	1061.78	1059.55	1073.36	48	11.58	SDR-35 PVC
MH 59	MH 58	8	0.0410	289.33	1059.45	1047.59	1071.08	48	11.63	SDR-35 PVC
MH 58	MH 57	8	0.0480	76.54	1047.49	1043.82	1059.01	48	11.52	SDR-35 PVC
MH 57	MH 56	8	0.0240	270.75	1043.72	1037.22	1055.25	48	11.53	SDR-35 PVC
MH 56	MH 55	8	0.0060	122.96	1037.12	1036.38	1048.82	48	11.70	SDR-35 PVC
MH 55	MH 54	8	0.0040	167.76	1036.28	1035.61	1047.85	48	11.57	SDR-35 PVC
MH 54	MH 53	8	0.0170	131.09	1035.51	1033.28	1047.80	48	12.29	SDR-35 PVC
MH 53	MH 48	8	0.0040	219.67	1033.18	1032.30	1044.69	48	11.51	SDR-35 PVC
MH 52	MH 51	8	0.0040	371.42	1026.18	1024.69	1035.68	48	9.50	SDR-35 PVC
MH 51	MH 50	8	0.0040	80.10	1024.59	1024.27	1039.49	48	14.90	SDR-35 PVC
MH 50	MH 46	8	0.0040	130.33	1024.17	1023.65	1039.47	48	15.30	SDR-35 PVC
MH 35	MH 49	8	0.0040	372.72	1035.75	1034.26	1047.25	48	11.50	SDR-35 PVC
MH 51	MH 48	8	0.0063	140.95	1034.16	1033.27	1045.80	48	11.64	SDR-35 PVC
MH 50	NH 47	8	0.0320	58.96	1033.17	1031.28	1044.55	48	11.38	SDR-35 PVC
MH 49	MH 46	8	0.0040	177.80	1031.18	1030.47	1042.77	48	11.59	SDR-26 PVC
MH 46	MH 45	8	0.0040	399.98	1023.55	1021.95	1039.53	48	15.98	SDR-26 PVC
MH 45	TRUNK 2	8	0.0040	87.43	1021.85	1021.50	1032.55	48	10.70	SDR-35 PVC
MH 44	MH 43	8	0.0490	219.67	1089.36	1078.60	1100.86	48	11.50	SDR-35 PVC
MH 43	MH 42	8	0.0490	268.71	1078.50	1065.33	1090.02	48	11.52	SDR-35 PVC
MH 42	MH 39	8	0.0400	91.33	1065.23	1061.58	1076.89	48	11.66	SDR-35 PVC
MH 43	MH 40	8	0.0060	136.72	1064.05	1063.23	1075.55	48	11.50	SDR-35 PVC
MH 40	MH 39	8	0.0040	292.68	1063.13	1061.96	1074.70	48	11.57	SDR-35 PVC
MH 39	MH 38	8	0.0270	214.33	1061.48	1055.69	1073.40	48	11.92	SDR-35 PVC
MH 38	MH 37	8	0.0240	177.18	1055.59	1051.34	1067.23	48	11.64	SDR-26 PVC
MH 37	MH 36	8	0.0700	111.11	1051.24	1043.46	1067.74	48	16.50	SDR-26 PVC
MH 36	MH 1	8	0.0060	111.11	1043.36	1042.69	1055.00	48	11.64	SDR-35 PVC
MH 35	MH 34	8	0.0060	102.13	1035.75	1035.14	1047.25	48	11.50	SDR-35 PVC
MH 34	MH 33	8	0.0090	138.88	1035.04	1033.79	1046.54	48	11.50	SDR-35 PVC
MH 33	MH 32	8	0.0160	86.32	1033.69	1032.31	1045.27	48	11.58	SDR-35 PVC
MH 32	MH 1	8	0.0050	100.22	1032.21	1031.71	1043.74	48	11.53	SDR-35 PVC
MH 31	MH 30	8	0.0040	235.55	1026.70	1025.76	1036.20	48	9.50	SDR-35 PVC
MH 30	MH 29	8	0.0040	101.04	1025.66	1025.25	1038.97	48	13.31	SDR-35 PVC
MH 29	MH 28	8	0.0040	399.74	1023.15	1023.55	1039.73	48	14.58	SDR-35 PVC
MH 28	MH 27	8	0.0040	96.81	1023.45	1023.07	1037.57	48	14.12	SDR-35 PVC
MH 27	MH 23	8	0.0230	115.21	1022.97	1020.32	1038.48	48	15.51	SDR-35 PVC
MH 26	MH 25	8	0.0500	149.85	1046.38	1038.89	1057.88	48	11.50	SDR-35 PVC
MH 25	MH 24	8	0.0480	101.69	1038.79	1033.91	1050.38	48	11.59	SDR-35 PVC
MH 24	MH 23	8	0.0040	174.87	1033.81	1033.11	1045.39	48	11.58	SDR-26 PVC

ADJUST FIRE HYDRANT LOCATIONS ACCORDING TO THE CITY OF ROCHESTER ENGINEERING STANDARDS, SEE BELOW. SUBMIT DIRECTLY TO THE FIRE DEPARTMENT (JFIFE@ROCHESTERMN.GOV) FOR THEIR REVIEW AND SIGN-OFF OF THE FIRE HYDRANT LOCATIONS.

Fire Hydrants: The Rochester Fire Prevention Bureau must approve all fire hydrant locations.
Fire hydrants must be located at all street intersections, at the sides of all cul-de-sacs, at the end of all temporary or permanent dead-ends that include service connections, at the end of all dead-ends that are longer than 150 feet that do not have service connections and at all dead-ends created between water system pressure zones.
In residential areas with usable frontage, fire hydrants shall be spaced a maximum of 400 feet apart.
Commercial and multi-family areas usually require closer hydrant spacing depending on lot width,lot depth and the location of the buildings to provide adequate fire protection to all sides of the buildings. In non-developed areas fire hydrants shall be placed at major high points to allow for air release and at intervals to allow for proper flushing and testing of the main.

System Valves: Valves must be located at all temporary dead-ends past the last service and a minimum distance of 20 feet before the temporary hydrant or if the end hydrant is permanent just past the hydrant tee. Valves shall also be located on all stub outs 3' from the connection point.
Valves shall be located at both ends of a looping water main 3' from the connection points.
At the split between pressure zones a valve shall be placed at both sides of the flushing hydrant to allow flushing from both directions.
Generally valves shall be located at intersections in line with the right of way lines for safer operation and located to allow a maximum 4-valve shutdown to isolate water main sections. Valves located mid-block shall be near a fire hydrant tee for reference and adequate flushing of the main.
In residential areas valves shall be located such that no more than 24 customers would be isolated at a time in a shut down. In commercial areas fewer customers should be isolated depending on the size of the facility. Larger commercial/industrial facilities will require the installation of isolation valves on both sides of the service connection for improved reliability. In non-developed areas valves shall be located at anticipated intersections and or at intervals to allow for proper flushing and testing of the main.

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Del Webb®

Nigon Property
Rochester, Minnesota

Preliminary Plat Submittal
Sanitary Sewer & Watermain Plan - Overall

DATE	DESCRIPTION
1.12.25	City Submittal

File Location: X:\0000\0000.000\07 Design\00 Sheets - Preliminary\SAN WM.dwg Plotted By: Dylan Bossler on November 12, 2025 - 8:35 AM

EX. 8" DIP W/M (PUBLIC) NW INTERMEDIATE PRESSURE ZONE CONNECTION

EX. 8" MAIN LINE GATE VALVE

CONNECT TO EX. 8" DIP W/M

LOCATE W/M ALIGNMENT 4' SOUTH OF THE U.E.

RECORD WATER MAIN UTILITY EASEMENT (WMUE) 10' SOUTH OF W/M ALIGNMENT

COUNTRY CLUB W (PUBLIC)

8" C900 PVC WATERMAIN

8X8" TEE 2-8" G.V.

SAN MH 59

FIRE HYDRANT (TYP.)

OUTLOT A

20' WIDE WMUE

CUL-DA-SACS ARE REQUIRED TO HAVE LOOPING MAINS

HYD. LOCATION

SAN MH 52

MOVE STORM TO GO DOWN LOT LINE BETWEEN 16 & 17

KEEP 100 YR HIGH LEVEL OF STORM WATER POND OUTSIDE (SOUTH) OF WMUE

45TH AVENUE SW (PUBLIC)

BLOCK 2

BLOCK 5

ROAD D

ROAD C

SAN MH 58

8" G.V.

SAN MH 57

SAN MH 60

SAN MH 61

SAN MH 41

SAN MH 40

BLOCK 4

BLOCK 3

SAN MH 56

SAN MH 55

OUTLOT B

OUTLOT C

BLOCK 8

FLIP THE W/M ON ROAD B TO THE WEST SIDE

LOCATE HYDRANTS AT INTERSECTIONS AND KEEP 10' MIN. CLEAR OF CATCH BASINS

MOVE W/M NORTH SO IT IS 3' MIN. CLEAR FROM LIP OF CURB

FIRE HYDRANT (TYP.)

SAN MH 54

ROAD A

8X8" TEE 1-8" G.V.

8"X8" TEE
8" CLOSED PRESSURE ZONE SPLIT GV
8"X8" TEE
(3' MIN. BETWEEN EACH)

ROAD F

BLOCK 1

SAN MH 51

ROAD B

SAN MH 50

SAN MH 46

LOCATE INTERSECTION GV'S 10' FROM STORM CROSSINGS, ALSO KEEP CLEAR OF CROSSWALKS AND 4' CLEAR OF CONDUIT CROSSINGS

POND 1
NWL:1026.6
ISOLATED 100 YEAR HWL:1030.02
FEMA 100 YEAR HWL:1035.6 -1035.2

OUTLOT A

SAN MH 45

CONNECT TO CITY TRUNK WATERMAIN. BY OTHERS.

CONNECT TO CITY TRUNK SEWER. BY OTHERS.

8X8" CROSS 3-8" G.V.

ROAD A

TRUNK 2

8" MAIN LINE GV

OUTLOT D

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Webb

Nigon Property

Rochester, Minnesota

Preliminary Plat Submittal

Sanitary Sewer & Watermain Plan - View A

DESCRIPTION	DATE
City Submittal	11-12-25

CERTIFICATION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Civil Engineer under the laws of the State of Minnesota.

PRELIMINARY
FOR REVIEW ONLY
NOT FOR CONSTRUCTION

Typed or printed name

Signature

Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

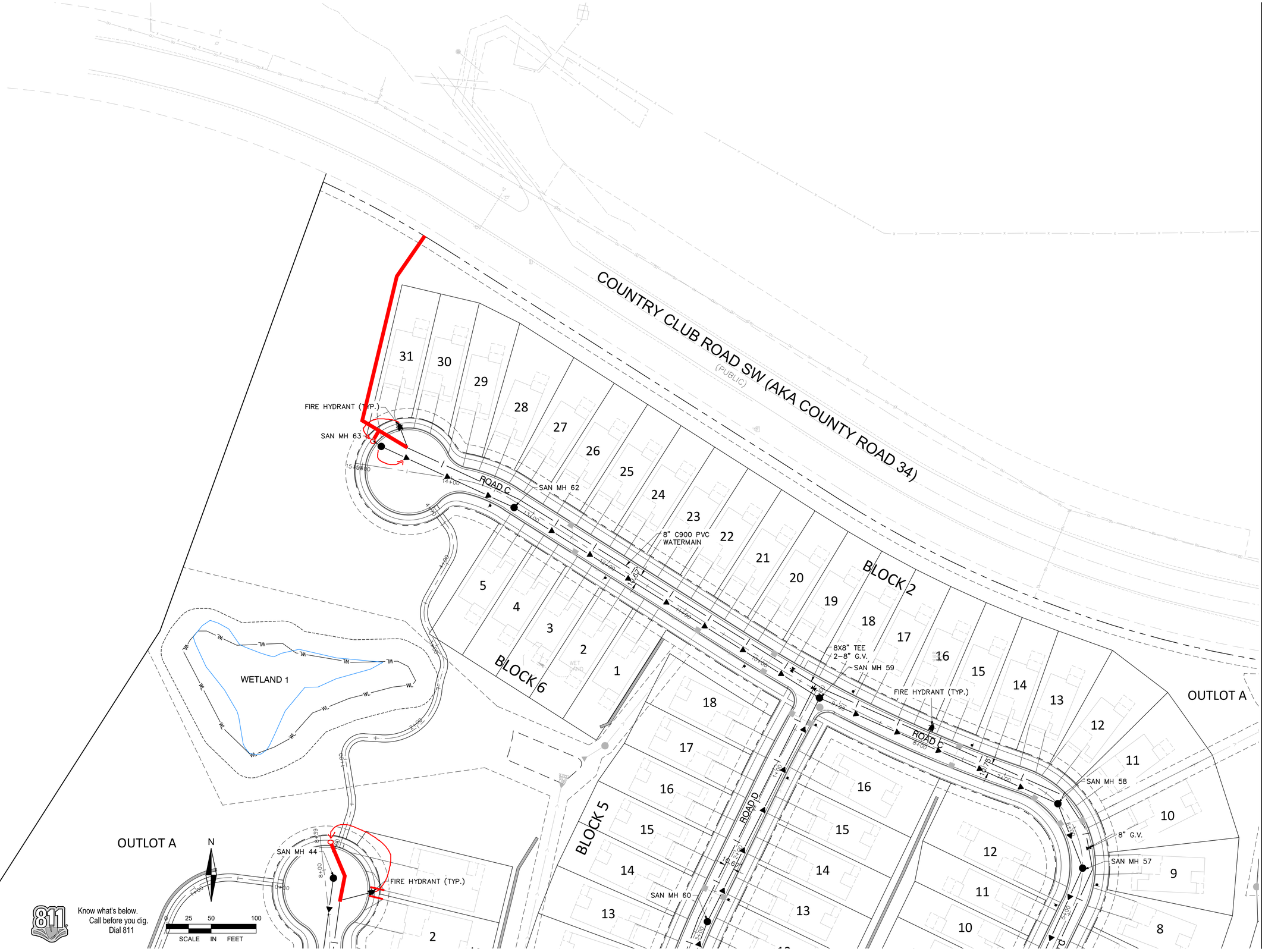
Project No.: 4000569-00

69

Sheet 69 of 100

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1690



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Preliminary Plat Submittal
Sanitary Sewer & Watermain Plan - View B

DESCRIPTION	DATE
City Submittal	11-12-25

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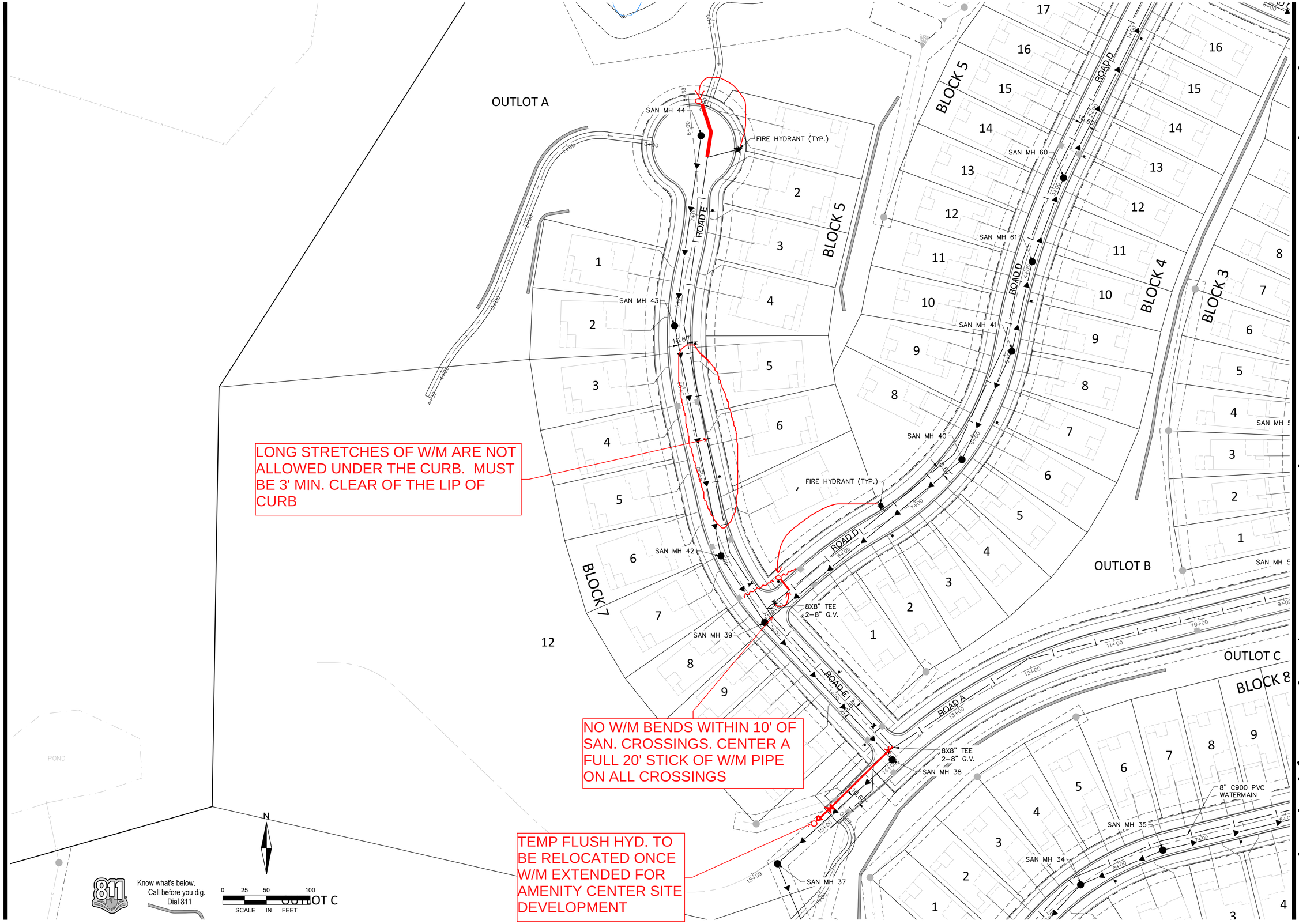
PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

70

Sheet 70 of 100

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Rochester, Minnesota

Preliminary Plat Submittal

Sanitary Sewer & Watermain Plan - View C

DESCRIPTION	DATE
City Submittal	11-12-25

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PRELIMINARY
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Typed or Printed Name

Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

71

Sheet 71 of 100

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Preliminary Plat Submittal
Sanitary Sewer & Watermain Plan - View D

DESCRIPTION	DATE
City Submittal	11-12-25

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QA/QC CHECK

By Date

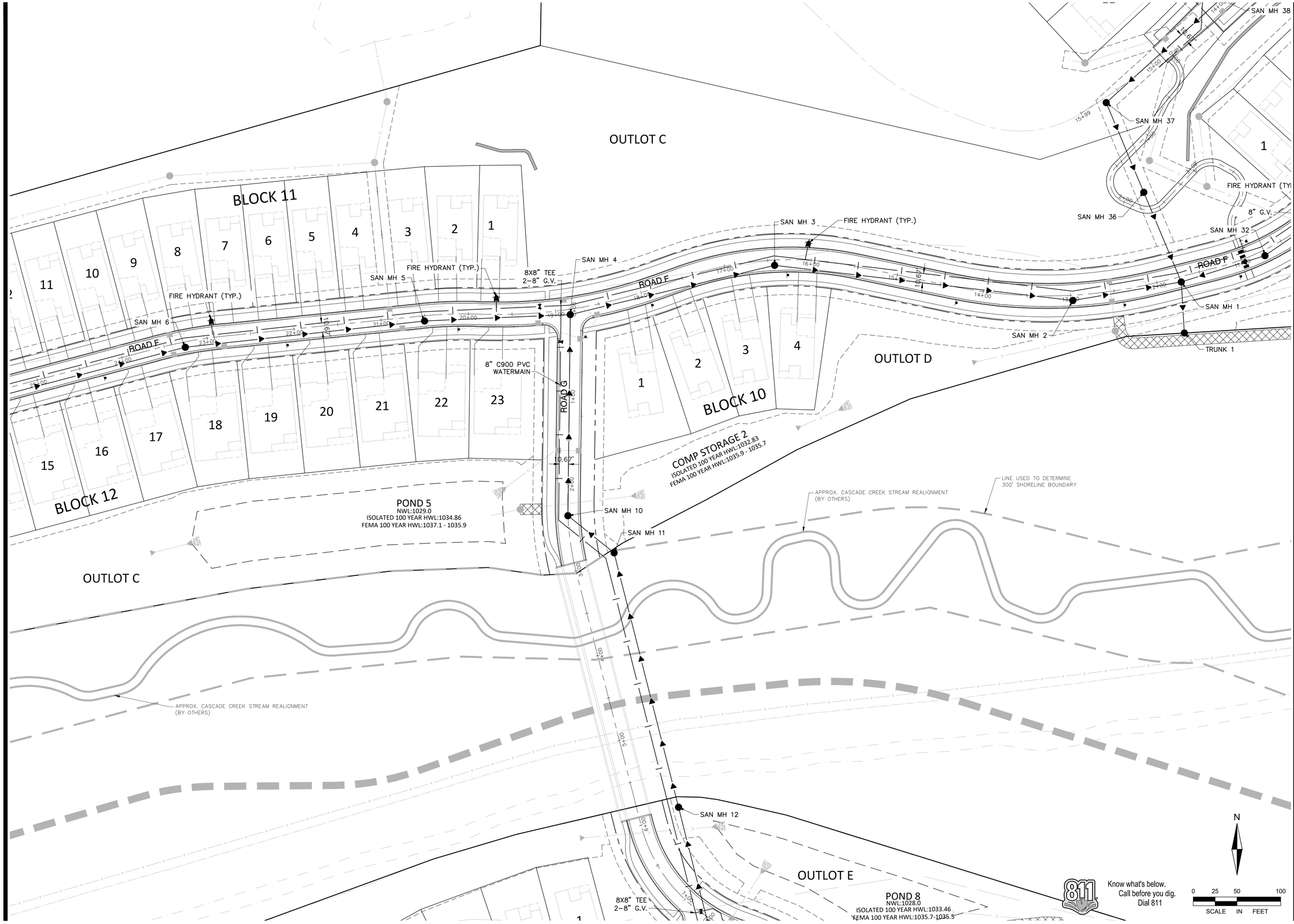
PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

72

Sheet 72 of 100

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Preliminary Plat Submittal

Sanitary Sewer & Watermain Plan - View E

DESCRIPTION	DATE
City Submittal	11-12-25

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Signature

Typed or Printed Name

Date License no.

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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

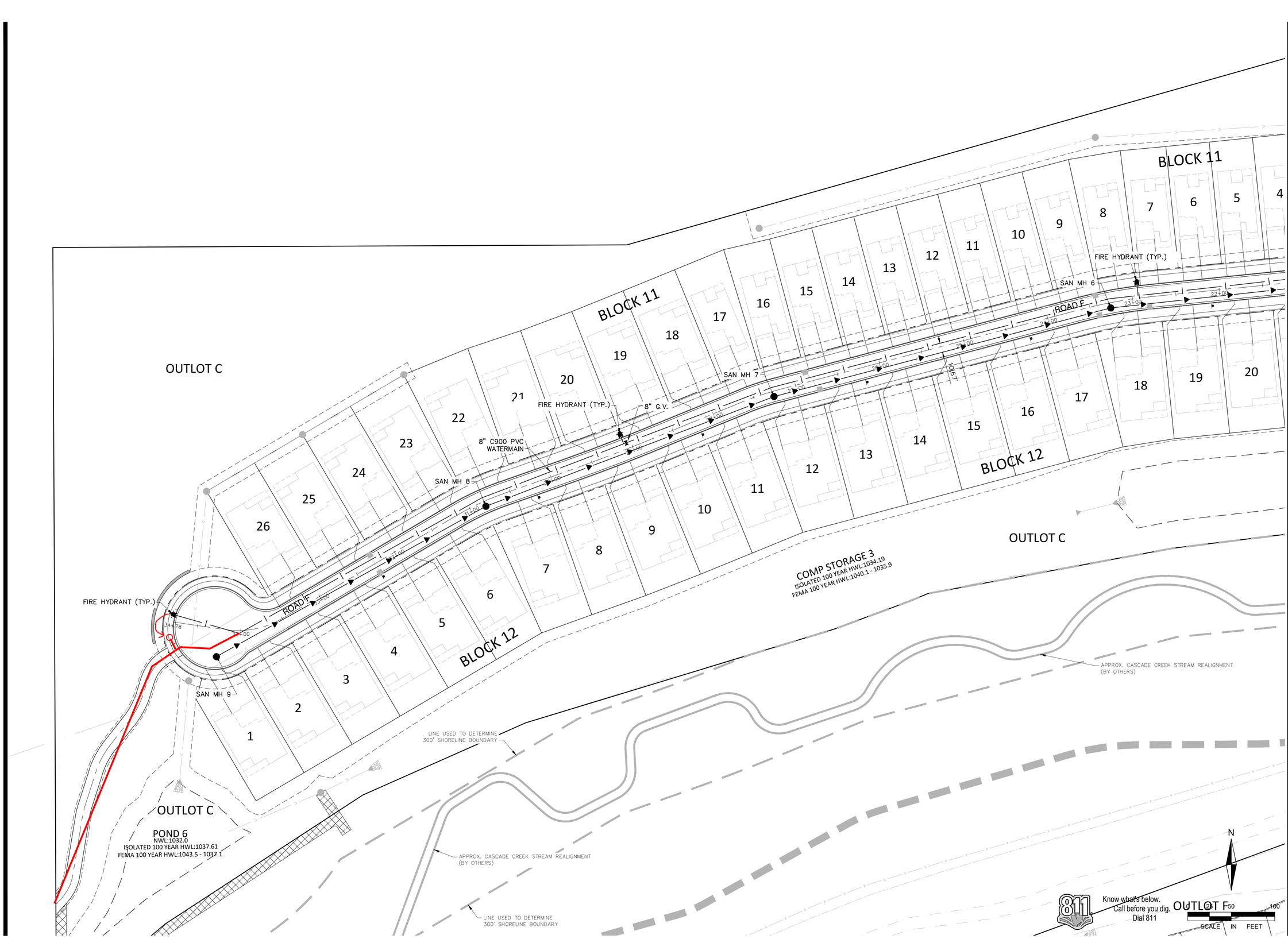
Drafted By: TMA, ELL, CES

Project No.: 4000569-00

73

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Preliminary Plat Submittal

Sanitary Sewer & Watermain Plan - View F

DESCRIPTION	DATE
City Submittal	11-12-25

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Typed or Printed Name

Signature

Date License no.

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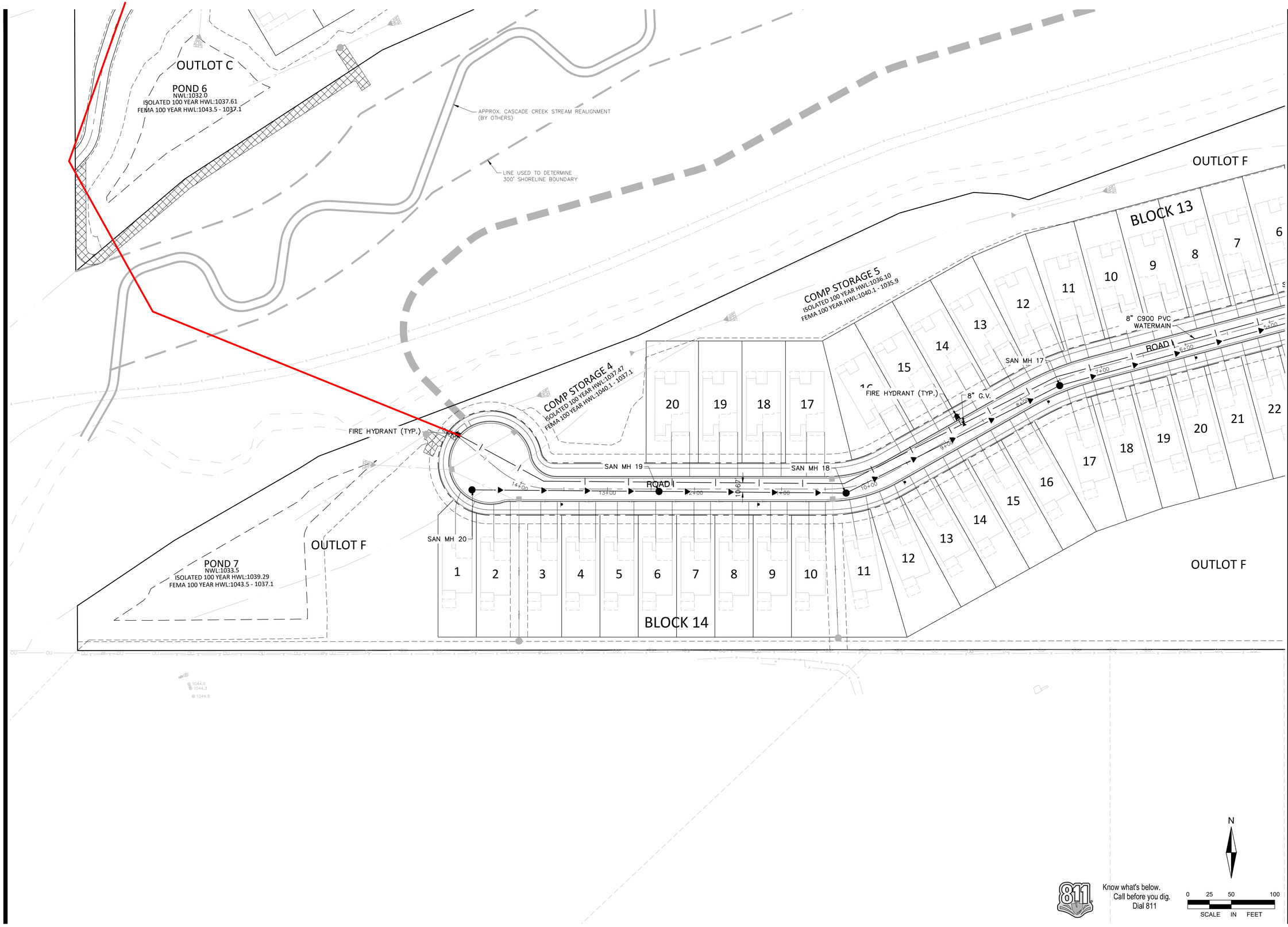
PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

74

Sheet 74 of 100

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City Submittal	11-12-25

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Date License no.

QA/QC CHECK

By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

75

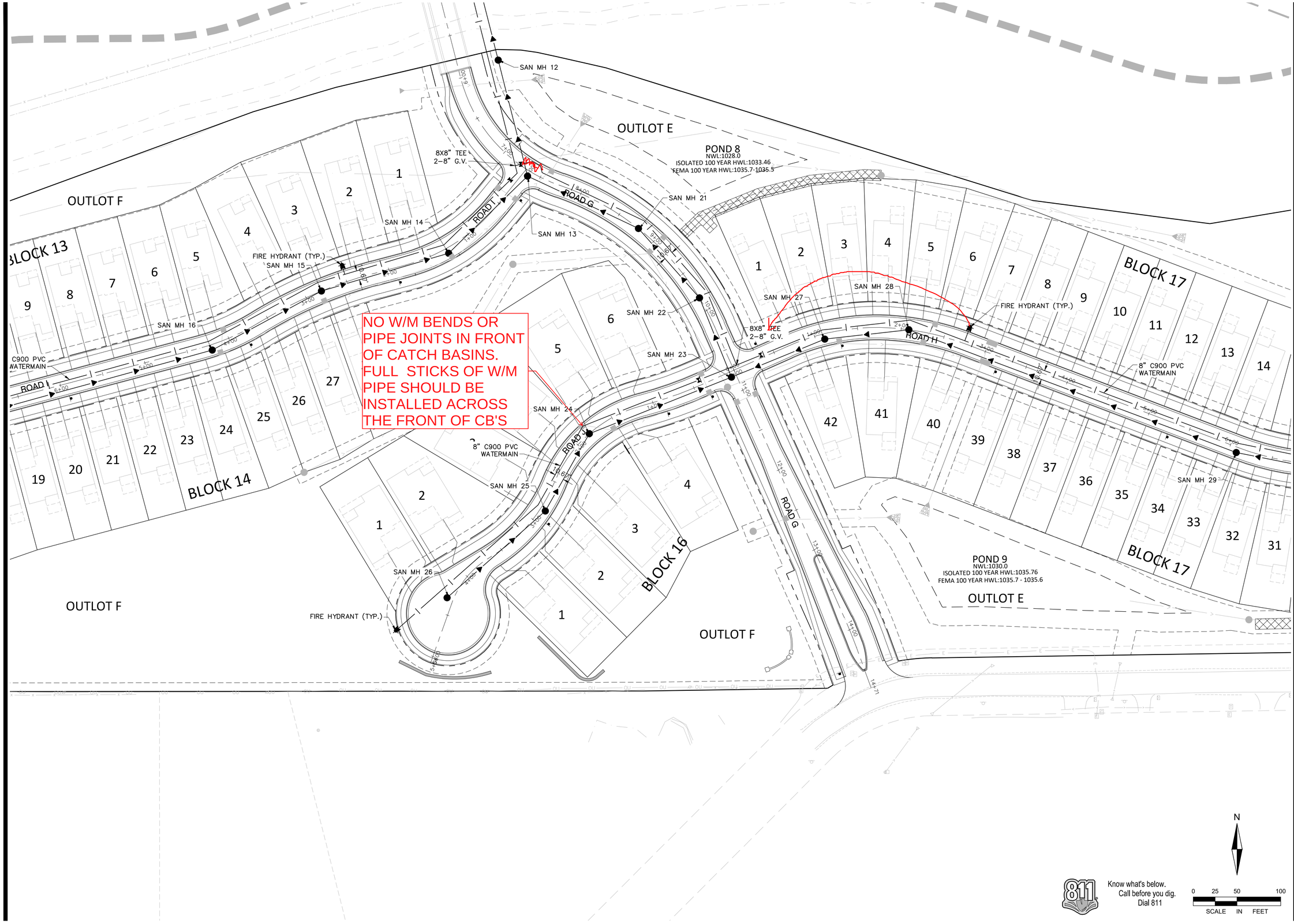
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Rochester, Minnesota

Preliminary Plat Submittal
Sanitary Sewer & Watermain Plan - View H

DESCRIPTION	DATE
City Submittal	11-12-25

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Name

Date License no.

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By Date

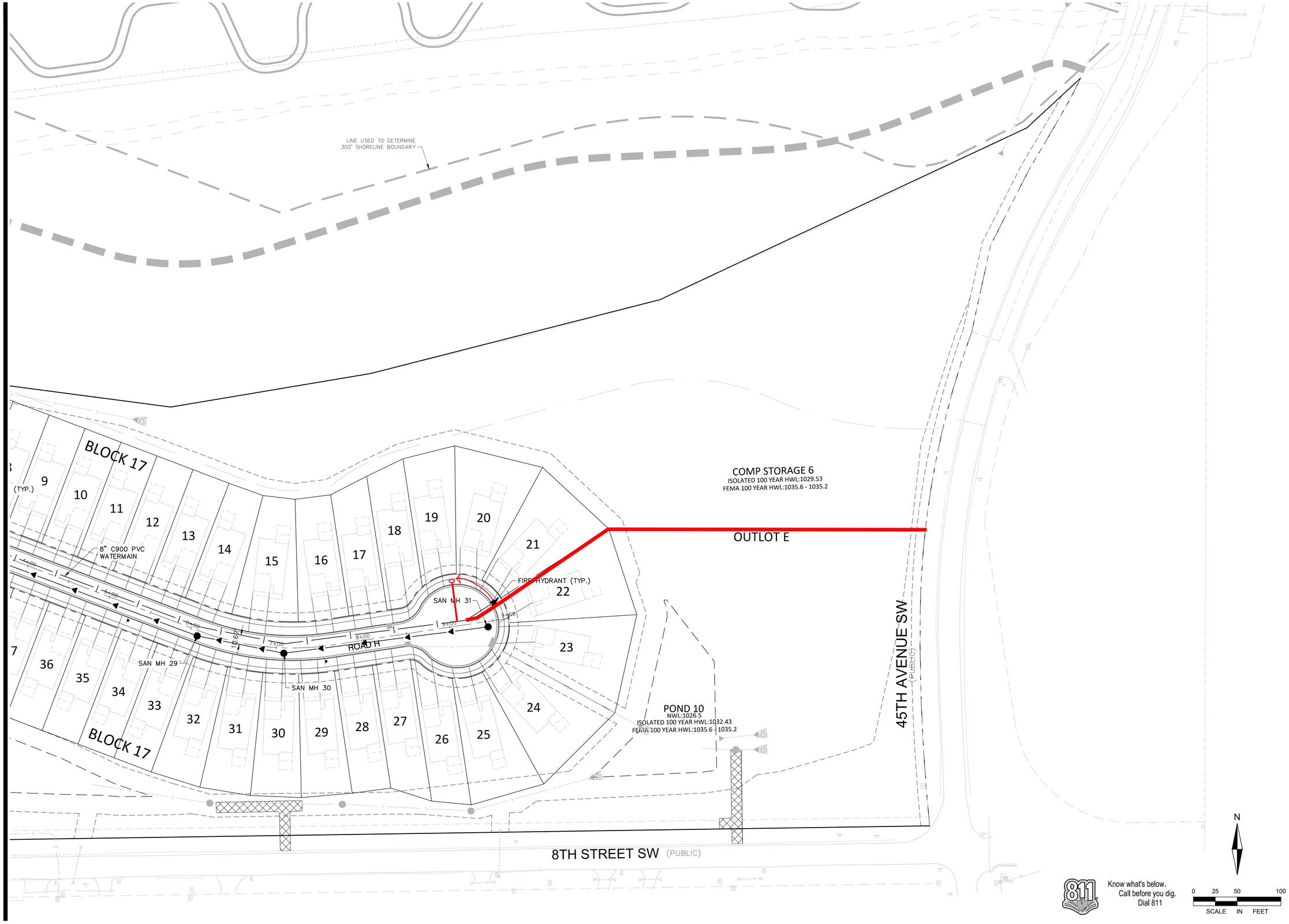
PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB
Drafted By: TMA, ELL, CES
Project No.: 4000569-00

76

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Rochester, Minnesota

Preliminary Plat Submittal

Sanitary Sewer & Watermain Plan - View I

DATE	DESCRIPTION
11-12-25	City Submittal

CERTIFICATION

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Signature

Typed or Printed Name

Date License no.

PRELIMINARY
FOR REVIEW ONLY
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By Date

PROJECT TEAM DATA

Designed By: TAS, LRJ, DJB

Drafted By: TMA, ELL, CES

Project No.: 4000569-00

77

Sheet 77 of 100

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1698

Olmsted County Public Works
GIS/Addressing Division
1188 50 St SE
Rochester, MN 55904
(507) 328-7070

PULTE HOMES / DEL WEBB / NIGON PROPERTY
PRELIMINARY PLAT REFERRAL

DATE: NOVEMBER 25, 2025

TO: BERNARD NIGON, MARK RAUSCH (ALLIANT ENGINEERING), DEAN LOTTER (PULTE HOMES)

FROM: ADAM NOWINSKI

CC: DAVID MCCOLLISTER

RE: PULTE HOMES / DEL WEBB / NIGON PROPERTY PRELIMINARY PLAT GIS REFERRAL

A review of the PULTE HOMES / DEL WEBB / NIGON PROPERTY PRELIMINARY PLAT (CD2025-042PLAT) to determine any existing or potential GIS, ROADWAY, or ADDRESS related issues are present shows the following:

1) The Preliminary Plat GIS Impact, Final Plat GIS Impact, and E911 Addressing fees are applicable for each phase of this development. Relevant fee forms have been attached to this referral's email.

2) Please provide a list of potential street names for validation.

3) Addresses are assigned only after the plat has been officially recorded by Olmsted County and the Parcel identifiers (Parcel IDs, PINs) have been generated.

4) Please work with the Rochester Post Office on their Mode of Delivery Agreement document. This has been attached to this referral's email.

To address issues listed above, please contact our office.

Adam Nowinski GIS Specialist / Addressing 507-328-7142

RESOLUTION

Approving Major Land Subdivision No. CD2025-042PLAT, To Be Tentatively Known as Del Webb of Rochester, For the Subdivision of 175 Acres Into 300 Lots and 6 Outlots, Located Southwest Of The Intersection Of Country Club Rd W And 45th Ave SW.

WHEREAS, Pulte Homes of Minnesota LLC., requested from the City of Rochester approval of a Major Land Subdivision to be tentatively known as Del Webb of Rochester.

WHEREAS, the Major Land Subdivision proposes 300 lots and 6 outlots on 175 acres of land located southwest of the intersection of Country Club Rd W and 45th Ave SW.

WHEREAS, the Council adopts the Planning Commission findings as described in the attached Community Development memo dated December 10, 2025, and finds the proposal meets the criteria in R.C.O § 60.500.040 (subd. G) Major Land Subdivision Permit.

WHEREAS, on December 10, 2025, the City of Rochester Planning Commission reviewed the application and recommended approval subject to eight conditions.

WHEREAS, on January 5, 2026, the City of Rochester Common Council held a public hearing to consider this application and adopted the findings of fact and approved the application subject to conditions.

NOW, THEREFORE IT BE RESOLVED by the Common Council of the City of Rochester that, based upon the above-stated findings of fact, the Applicant has shown by a preponderance of the evidence submitted at the public hearing that it has satisfied the above criteria, subject to the imposition of the below-stated eight conditions of approval.

BE IT FURTHER RESOLVED, that the City approve Major Land Subdivision No. CD2025-042PLAT, requested by Pulte Homes of Minnesota, LLC., subject to the eight conditions of approval shown below:

CONDITIONS

1. Prior to the Final Plat Submittal, Stormwater Management, Civil, and Grading Plans shall be approved.
2. Prior to the Final Plat submittal, a City-prepared Development Agreement must be approved.
3. Prior to the Final Plat submittal, the developer shall provide a revised plat exhibit to include the name of the proposed subdivision and necessary signature blocks.
4. Prior to the Final Plat submittal, RPU Electric comments shall be addressed.
5. Prior to the Final Plat submittal, RPU Water comments shall be addressed.
6. Prior to the Final Plat submittal, Rochester Fire Department comments shall be addressed.
7. Prior to the Recordation of the Final Plat, the applicant shall meet their parkland

dedication obligation.

8. Prior to the Recordation of the Final Plat, the applicant shall meet their boulevard tree obligation.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF_____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Council Initiated Action – Resolution Reaffirming Rochester's Support for Its Somali Community and Commitment to Inclusion

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
City Administration

AGENDA SECTION:
Council Initiated Actions

PRESENTER:
Dan Doering

Action Requested:

Considering a Council Initiated Action (CIA) requesting that City Council adopt a resolution reaffirming Rochester's support for its Somali community and commitment to inclusion.

Report Narrative:

Council Member Dan Doering brings forward this Council Initiated Action for consideration, with Council Member Randy Schubring supporting as the second, as required by the Council Rules of Procedure Ch. 2 – Internal Council Conduct, Sec. 2.03 – Placing Items on the Business Meeting Agenda, subd. B.

This Council Initiated Action requests consideration and adoption of a resolution reaffirming the City's commitment to being a welcoming and inclusive community for residents of all backgrounds, including members of the Somali community. Rochester is home to a significant and growing Somali population, and a majority of these residents are U.S. citizens, legal residents and long-standing residents who contribute substantially to the city's economy, workforce, culture, and civic life.

Language that questions the belonging or value of any group of people can contribute to misunderstanding, division, and fear, and is inconsistent with Rochester's longstanding values of respect and inclusion. This resolution is intended to clearly articulate the City Council's commitment to inclusion, belonging, and the safety of all residents.

A Council Initiated Action (CIA) allows the Council to publicly discuss and determine whether to advance an initiative as a priority. Adoption of this CIA would result in formal Council action through resolution but would not create new policy, programs, or funding obligations.

Priorities & Foundational Principles:

Social Equity
Compassion

Policy Considerations & DEI Impact:

Council Initiated Actions help the Council prioritize its own initiatives through organized coalition building done in a public space and on the record. CIAs provide the Council with a public forum to consider their individual ideas with the body and decide if those ideas warrant prioritization for City teammates within the larger scope of the City's project load.

This action aligns with the City of Rochester's Diversity, Equity, and Inclusion Statement and existing non-discrimination policies. The resolution reinforces the City's commitment to equity, inclusion, and the safety and well-being of all residents.

Prior Legislative Actions & Community Engagement:

No previous actions.

Fiscal & Resource Impact:

There is no fiscal impact associated with this request.

Alternative Action(s):

No alternatives suggested at this time.

Prepared By:

Jessica Schuler

Attachments:

Council Initiated Action - Somali Somali Support Resolution

Resolution - Supporting Somali Community

COUNCIL-INITIATED ACTION FORM

Council Member Initiating Action: Dan Doering

Council Member Supporting Consideration: Randy Schubring

(Council-initiated actions must have at least the support of one council member, in addition to the initiator, in order for it to be placed on a Council Agenda)

Title: Resolution Reaffirming Rochester ' s Support for the It ' s Somali Community an

Brief Description of Action: The attached resolution is brought forward for possible adoption by the City Council.

Date Received by City Administration:

(Form must be received 15 days prior to the council meeting you wish that the item be brought forward)

Date of Proposed City Council Meeting: January 5, 2026

RESOLUTION

Reaffirming Rochester's Support for its Somali Community and Commitment to Inclusion.

WHEREAS, the City of Rochester is committed to being a community where all residents feel a sense of belonging, and to recognizing the diversity of its community members, listening to all voices, and providing equitable services to create an inclusive place to live, work, and engage, as reflected in the City's Diversity, Equity, and Inclusion Statement; and

WHEREAS, the City of Rochester is home to a significant and growing population of residents of Somali descent, estimated to be just under 4,000 (according to the 2020 US census); and

WHEREAS, a substantial majority of these residents are United States citizens, legal residents and long-term community members who have established families, businesses, and careers in Rochester; and

WHEREAS, members of Rochester's Somali community contribute meaningfully to the local economy, workforce, civic life, schools, and cultural vitality, serving in a wide range of professions and roles; and

WHEREAS, Rochester's strength as a community is rooted in the contributions of people from diverse backgrounds who share a commitment to building safe, welcoming, and prosperous neighborhoods; and

WHEREAS, recent public discourse at the national level regarding immigration and immigrant communities has undermined community trust and safety among some Rochester residents, including members of the Somali community; and

WHEREAS, language that questions the belonging or value of any group of people can contribute to misunderstanding, division, and fear, and is inconsistent with Rochester's longstanding values of respect and inclusion; and

WHEREAS, the City Council recognizes its responsibility to promote public safety, foster community trust, and affirm the dignity of all residents;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Rochester that:

1. The City of Rochester reaffirms its commitment to being a welcoming and inclusive community for residents of all backgrounds, including members of the Somali community.

2. The City Council expresses its appreciation for the many ways in which Somali residents, families, and business owners contribute to the social, cultural, and economic well-being of Rochester.
3. The City of Rochester remains committed to enforcing non-discrimination laws and working collaboratively with community leaders to ensure that all residents feel safe, respected, and supported in their homes, workplaces, places of worship, and

throughout the community.

4. The City Council encourages all residents to engage with one another respectfully, to seek understanding across differences, and to reject actions or language that undermine community cohesion.

5. The City Clerk is directed to provide copies of this resolution to applicable community organizations, Minnesota State Representatives and Senators, and the Minnesota Congressional Delegation.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF

ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Historic Landmark Designation - 225 NW 1st Ave - Central Park

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Ordinance First Readings

PRESENTER:
Michael Spindler-Krage

Action Requested:
Receiving and filing the First Reading designating Central Park as a local historic landmark site and amending the zoning map to reflect the historic landmark site.

Report Narrative:
On November 17, 2025, The City Council held a public hearing and authorized the historic landmark designation of 225 NW 1st Avenue, Central Park.

The park was found to meet two of the eight adopted criteria for historic significance and have historic integrity, Criteria 1, related to the park's original intent as a public square and its early use as a gathering location for civic and entertainment events and Criteria 5, for its embodiment of distinguishing characteristics of a public square as an urban form. It's essential distinguishing features, include its rectangular shape incorporated into the platted city grid, surrounded by streets, minimal topographic changes across the open space, with vegetation, and bisecting walkways, in a generally symmetrical plan.

The property's period of significance is 1856-1945. It was platted in 1856 and from 1879 until the mid-1900's it was a primary location for civic events and community gatherings. It continued to be exclusively used as a city park and an important neighborhood recreational place at least through the 1930s but would fall out of more common use after World War II.

Priorities & Foundational Principles:
Responsible Environmental Stewardship

Policy Considerations & DEI Impact:
Once designated, alterations to the property will require additional review in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties and locally adopted Design Guidelines. Per the UDC and local guidelines, major alterations will be reviewed and approved or denied by the HPC. Denials may be appealed by applicants to the Council. Minor alterations will be evaluated and approved or denied by Community Development utilizing the same standards and guidelines. Denials may be appealed to the HPC.

The park's historic significance is related to community and neighborhood use of the space for both "important" events and for more common daily rest, relaxation, and as a pedestrian pass-through. It continues to serve a diverse downtown community that includes patients, workers, and nearby

residents.

Prior Legislative Actions & Community Engagement:

November 17, 2025: City Council public hearing and designation
October 28, 2025: HPC public hearing and recommendation to designate
August 26, 2025: HPC updated on the status of the eligibility study
July 22, 2025: HPC requests that Community Development begin eligibility evaluation
July 7, 2025: Mayor and Council initiate historic landmark designation
February 22, 2017: Council - Property placed on historic inventory

Fiscal & Resource Impact:

As a city-owned property, upkeep and alterations to the site will continue to be funded through the City budget and managed by the Parks & Recreation Department.

Alternative Action(s):

No alternative actions are recommended.

Prepared By:

Molly Patterson-Lundgren

Attachments:

Ordinance - Central Park

ORDINANCE NO. ____

AN ORDINANCE DESIGNATING CENTRAL PARK, A HISTORIC LANDMARK SITE, AND AMENDING THE OFFICIAL ZONING MAP AS REFERENCED IN 60.200.020(A) OF THE UNIFIED DEVELOPMENT CODE OF THE CITY OF ROCHESTER.

THE COMMON COUNCIL OF THE CITY OF ROCHESTER DO ORDAIN:

Section 1. The City of Rochester Heritage Preservation Commission held a public hearing and made a recommendation for the Common Council to designate the following property as a locally designated historic landmark. The property subject to historic landmark designation is described as illustrated in Exhibit "A":

Historic Name: "Central Park"
Address: 225 First Avenue NW
Legal Description (Short)

Public Square, Block 52, Original Plat, City of Rochester Minnesota

Section 2. On November 17, 2025, the Common Council of the City of Rochester held a public hearing and determined that Central Park met the requirements to designate the property as a local historic landmark site for the City of Rochester.

Section 3. Therefore, pursuant to section 60.200.040(C) of the Unified Development Code of the City of Rochester, Central Park shall be designated as a local historic landmark as illustrated in Exhibit "A" and shall be included to the official list of Landmark Properties.

Section 4. This ordinance shall be effective from and after publication.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

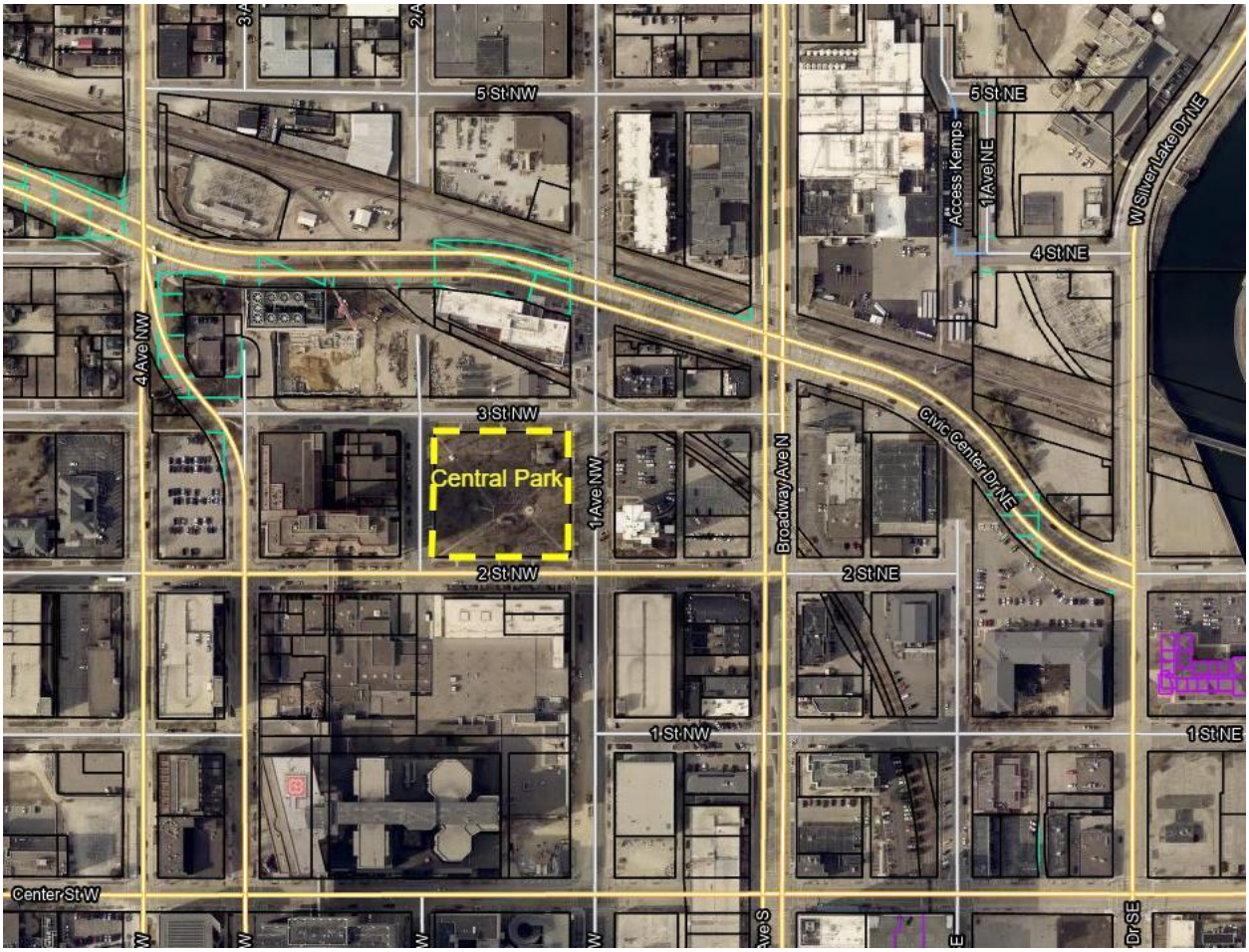
APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

Ord25\Central Park.docx

EXHIBIT “A”


5 St NW
5 St NE
Access Kemps
1 Ave NE
W Silver Lake Dr NE
4 St NE
4 Ave NW
3 St NW
Central Park
1 Ave NW
Broadway Ave N
Civic Center Dr NE
2 St NW
2 St NE
1 St NW
1 St NE
Center St W

CITY OF ROCHESTER MINNESOTA

REQUEST FOR ACTION

Text Amendment No. CD2025-001TA by the City of Rochester

MEETING DATE:
January 5, 2026

ORIGINATING DEPT:
Community Development

AGENDA SECTION:
Ordinance Second Readings

PRESENTER:
Michael Spindler-Krage

Action Requested:

Adopting an Ordinance approving Text Amendment No. CD2025-001TA, to amend language in various areas of the Unified Development Code (UDC).

Report Narrative:

On September 7, 2022, Council approved the Unified Development Code (UDC) and set an implementation date for January 1, 2023. As part of the approval, the Community Development Team promised to bring forward an update six months after adoption and annual updates thereafter to respond to changes in condition/policy and to advance the general welfare of the City. On July 10, 2023, the Council approved the first update to the UDC (CD2023-001TA).

Since January 1, 2023, the Development Review Team has reviewed over three hundred development applications under the new UDC. As part of the promised update, the City team, along with colleagues in the private sector, has identified recommended updates to the UDC that will continue to strengthen an always-evolving Ordinance while furthering the goals of the City.

These changes generally fall into two themes: Consistency/Clarity Updates and New UDC Concepts/Revisions. The consistency and clarity updates include the following:

- Create consistency between the definition of grade in the building code and zoning ordinance;
- Removing Residential Parking Requirements within the Downtown zoning districts; and
- Updating references within the UDC.

The new updates and concepts to the UDC include the following:

- Cannabis spacing requirements and permitted zoning districts;
- Increasing the time to submit an application after holding of a NIM;
- Increasing the maximum height permissible in the MX-S zoning district and
- Revisions to the Commercial Wireless Communication Services section.

Priorities & Foundational Principles:

Economic Vibrancy & Growth Management

Policy Considerations & DEI Impact:

Approval of the recommended updates promotes public health, safety, and welfare by providing

appropriate and reasonable controls for the development and use of lands in Rochester, while also protecting the rights of property owners.

Prior Legislative Actions & Community Engagement:

September 7, 2022: Council Meeting - Adoption of the Unified Development Code
January 1, 2023: Unified Development Code Implementation
July 10, 2023: Council Meeting - Adoption of Unified Development Code Six-Month Update
July 28, 2025: Council Study Session - Presentation of Yearly UDC Update
September 25, 2025: Planning Commission - Public Hearing Text Amendment No. CD2025-001TA
October 20. 2025: City Council - Approval of Text Amendment No. CD2025-001TA
December 1, 2025: City Council - First Reading of Text Amendment No. CD2025-001TA

Fiscal & Resource Impact:

All development costs will be the responsibility of the developer and will be outlined in a development agreement and/or City-Owner contract.

Alternative Action(s):

There are no alternative actions suggested at this time.

Prepared By:

Edward Caples

Attachments:

Ordinance - CD2025-001TA

ORDINANCE NO. _____

AN ORDINANCE AMENDING TABLE 200.03-8 OF PARAGRAPH 2 OF CLAUSE H OF SECTION 60.200.030, SUBPARAGRAPH (b) OF PARAGRAPH 23 OF CLAUSE D OF SECTION 60.300.020, SUBPARAGRAPH (b) OF PARAGRAPH 24 OF CLAUSE D OF SECTION 60.300.020, SUBPARAGRAPH (b) OF PARAGRAPH 25 OF CLAUSE D OF SECTION 60.300.020, SUBPARAGRAPH (b) OF PARAGRAPH 26 OF CLAUSE D OF SECTION 60.300.020, TABLE 300.01-1 OF PARAGRAPH 3 OF CLAUSE D OF SECION 60.300.010, SUBPARAGRAPH (c) and (d) OF PARAGRAPH 1 OF CLAUSE F OF SECTION 60.300.020, CLAUSE E AND TABLE 400.08-1 OF CLAUSE E OF SECTION 60.400.080, PARAGRAPH 10 OF CLAUSE J OF SECTION 60.400.080, SUBSECTION 11 OF SUBPARAGRAPH C OF PARAGRAPH 2 OF CLAUSE B OF SECTION 60.500.030, AND VARIOUS DEFINITIONS OF THE UNIFIED DEVELOPMENT CODE.

THE COMMON COUNCIL OF THE CITY OF ROCHESTER DO ORDAIN:

Section 1. Table 200.03-8 of Paragraph 2 of Clause H of Section 60.200.030 relating to Dimensional Standards of the Unified Development Code is amended as follows:

2. Dimensional Standards

Table 200.03-8 MX-S Lot and Building Standards		
Lot Dimensions (Minimum)		
	Lot Area	None
	Lot Width	None
Building Setbacks (Minimum or Maximum, in feet)		
A	**Front**	None to 15 (maximum)
B	**Interior Side**	None
	Street Side	7
	Minimum Sum of Interior Side Yards	None
C	**Rear**	None
Building/Structure Height (Maximum in feet)		
D	**Primary Structure**	~~53~~6
	Accessory Structure	15 [1]
NOTES [1] 24 feet for Accessory Dwelling Units.		

Section 2. Subparagraph (b) of Paragraph 23 of Clause D of Section 60.300.020 relating to Use-Specific Standards of the Unified Development Code is amended as follows:

b. Separation Requirements

Neighborhood retail uses selling off sale liquor or cannabis shall not be located on a parcel that is zoned residential, ~~that is~~ closer than 1,000 feet to the nearest ~~public~~ school ~~parcel~~, 500 feet to the nearest day care and residential treatment facility ~~public park parcel~~, or 500 ft to an attraction within a public park regularly used by minors, including a playground or ballfield ~~similar use that is regularly used by minors~~.

Section 3. Subparagraph (b) of Paragraph 24 of Clause D of Section 60.300.020 relating to Use-Specific Standards of the Unified Development Code is amended as follows:

b. Separation Requirements

Small retail uses selling off sale liquor or cannabis shall not be located on a parcel that is zoned residential, ~~that is~~ closer than 1,000 feet to the nearest ~~public~~ school ~~parcel~~, 500 feet to the nearest day care and residential treatment facility, ~~public park parcel~~, or 500 ft to an attraction within a public park that is regularly used by minors, including a playground or ballfield ~~similar use that is regularly used by minors~~.

Section 4. Subparagraph (b) of Paragraph 25 of Clause D of Section 60.300.020 relating to Use-Specific Standards of the Unified Development Code is amended as follows:

b. Separation Requirements

Small retail uses selling off sale liquor or cannabis shall not be located on a parcel that is zoned residential, closer than 1,000 feet to the nearest ~~public~~ school ~~parcel~~, 500 feet to the nearest day care and residential treatment facility, ~~public park parcel~~, or 500 ft to an attraction within a public park that is regularly used by minors, including a playground or ballfield ~~similar use that is regularly used by minors~~.

Section 5. Subparagraph (b) of Paragraph 26 of Clause D of Section 60.300.020 relating to Use-Specific Standards of the Unified Development Code is amended as follows:

b. Separation Requirements

Small retail uses selling off sale liquor or cannabis shall not be located on a parcel that is zoned residential, closer than 1,000 feet to the nearest ~~public~~ school ~~parcel~~, 500 feet to the nearest day care and residential treatment facility, ~~public park parcel~~, or 500 ft to an attraction within a public park regularly used by minors, including a playground or ballfield ~~similar use that is regularly used by minors~~.

Section 6. Table 300.01-1 of Paragraph 3 of Clause D of Section 60.300.010 relating to the Allowed Uses Table of the Unified Development Code is hereby amended as follows:

Table 300.01-1 Allowed Uses Table

S = Staff approval; P = Planning Commission approval; C = City Council approval; V = vacant use; I = interim use;

A = accessory use; T = temporary permit; Blank cell = prohibited; Uses with an * = use-specific standards apply

	Residential and Agricultural						Mixed Use												Non-Residen-tial			
												MX-T			MX-D							
Zoning districts and subdistricts (where applicable)	AG	R-1	R-2	R-2x	R-3	R-4	MX-N	MX-S	MX-C	MX-G	MX-I	Corridor	Node	Village	Fringe	Medial	Business	BP	LI	SI	Use-Specific Standards
Self Service Storage Facility									P*	S*	S				P*			P*	S*	S	Section 60.300.020 E.6
Wholesale Facility									S*	S*	P							S*	S*	S*	Section 60.300.020 E.7
Resource and Extraction																					
Landfill																				C	
Quarry	C*																		C*	C*	Section 60.300.020 E.3
Sand or Gravel Excavation	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	I*	C*	C*	C*	Section 60.300.020 E.5
Utility, Communication, and Energy Uses																					
Commercial Wireless Telecommunication Service (CWTS)																					Section 60.300.020 F.1
Co-Located on Existing Structure	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	
Freestanding	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	
Stealth on Existing Structure	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	A*	
Communications Tower								P	P	P	P	P	P	P	S	P	P	S	S	S	

Section 7. Subparagraphs (c) and (d) of Paragraph 1 of Clause F of Section 60.300.020 relating to Use Specified Standards of the Unified Development Code is amended as follows:

c. Maximum Height

1) Co-locations on any existing unconcealed CWTS tower or existing structure: 75 feet.

2) Freestanding CWTS: 65 feet in Residential zoning districts; 75 in Commercial, Industrial, and Agricultural zoning districts.

3) Subject to City Council approval, an additional 50 feet in height may be permitted if the applicant can demonstrate the following:

(a) Functional coverage cannot be provided through co-location;

(b) Functional coverage cannot be provided at a lower height; and

~~2)~~(c) Functional coverage cannot be provided in a non-residential zoning district, if applicable.

~~3)~~ 4) Stealth Facilities on Existing Structures: No taller than the existing structure, unless fully screened from view from all streets abutting the property, in which case the CWTS may exceed the existing structure height by 10 feet.

d. Location and Separation of Freestanding CWTS

1) A freestanding CWTS is prohibited in the following locations:

(a) Within 100 feet of the property line of any Residential zone district.

(b) Within 50 feet of an existing right-of-way.

(c) Within any setback required by the underlying zone district.

2) New freestanding CWTS shall be located a minimum of 1,000 feet from any other freestanding CWTS, as measured from the wall or fence of each freestanding CWTS. This requirement does not apply to a freestanding small-cell CWTS.

3) New freestanding CWTS shall be structurally designed to accommodate both the applicant's antenna and at least one (1) additional user.

4) No new freestanding CWTS shall be allowed unless the Community Development Director determines, upon the applicant's demonstration, that no existing tower, structure, or public utility structure can be used in lieu of new construction to accommodate the applicant's proposed CWTS. Evidence that demonstrates that co-location or public utility co-location cannot be used in lieu of new construction to reasonably accommodate the proposed CWTS shall consist of an affidavit with supporting exhibits submitted by the applicant addressing all of the following:

(a) That no existing tower, structure, or public utility structure within a ½ mile radius meets the minimum engineering requirements and/or lacks available space to support the proposed CWTS.

(b) That co-location or public utility co-location of the proposed CWTS would cause unavoidable electromagnetic interference with the antenna(s) on the existing towers,

structures or public utility structures, or the antenna(s) on the existing towers, structures, or public utility structures would cause interference with the applicant's proposed CWTS.

(c)That there are other limiting factors that render existing towers, structures, or public utility structures within the ½ mile radius unsuitable.

(d)That the owners of existing towers, structures, or public utility structures within the ½ mile radius will not allow the applicant to place its CWTS on that facility, or such owners are requiring payments for such placement that substantially exceed commercially reasonable prices.

Section 8. Clause E and Table 400.08-1 of Clause E of Section 60.400.080 relating to Minimum and Maximum Vehicle Parking Required of the Unified Development Code is amended as follows:

E. Minimum and Maximum Vehicle Parking Required

Unless otherwise provided in this UDC, each development shall provide a number of off-street parking spaces that complies with the requirements of Table 400.08-1 ~~Table 400.08-1~~ , Minimum and Maximum Vehicle Parking Required.

Table 400.08-1 Minimum and Maximum Vehicle Parking Required

DU = Dwelling Unit; BR = Bedroom; Sq. ft. = square feet of enclosed gross floor area (unless stated otherwise); Blank Cell or Use Not Listed = No Requirement

Use	All Districts Except the MX-D District		MX-D District	
	Minimum	Maximum	Minimum	Maximum
Residential Uses				
Household Living				
Dwelling, Single-Family Detached	1 per DU			
Dwelling, Twin-Home	1 per DU			
Dwelling, Attached	1 per DU			
Dwelling, Duplex, Same Lot	1 per DU			
Dwelling, Triplex	1 per DU			
Dwelling, Fourplex	1 per DU			
Dwelling, Multifamily	0.5 per DU	2 per DU	~~0.5 per DU~~	1.5 per DU
Dwelling, Live/Work			~~0.75 per DU~~	

Dwelling, Cottage Development	1 per DU	2 per DU	~~1 per DU~~	1.5 per DU

Section 9. Paragraph 10 of Clause J of Section 60.400.080 relating to Parking, Loading, and Stacking of the Unified Development Code is amended as follows:

10. Electric Vehicle Charging

Parking areas with more than 50 parking spaces shall provide a minimum of one parking space dedicated to electric vehicles for every 25 parking spaces provided on site. The provision of three of fewer electric vehicle parking spaces shall not count toward the maximum allowed number of parking spaces. The provision of four or more electric vehicle parking spaces shall count toward the maximum allowed number of parking spaces. Electric Vehicle Charging stations may be used to meet the minimum parking requirement. The electric vehicle parking space shall be:

a. Located on the same lot as the principal use;

b. Signed in a clear and conspicuous manner indicating exclusive availability to electric vehicles; and

c. Outfitted with a standard "Level 2" electric vehicle charging station.

Section 10. Subsection 11 of Subparagraph C of Paragraph 2 of Clause B of Section 60.500.030 relating to Common Procedures of the Unified Development Code is amended as follows:

11) The application for development shall be submitted within ~~30~~ 60 calendar days from the date of the Neighborhood Information Meeting.

Section 11. The following Definitions of Section 60.600.030 of the Unified Development Code is amended as follows:

GRADE

~~The lower point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line, or between the building and a stabilization structure such as a retaining wall, or, where the property line or structure is more than five feet from the building, between the building and line five feet from the building.~~

A reference plane representing the average of finished ground level adjoining the building at *exterior walls*. Where the finished ground level slopes away from the *exterior walls*, the reference plane shall be established by the lowest points within the area between the building and the *lot line* or, where the *lot line* is more than 6 feet (1829 mm) from the building, between the building and a point 6 feet (1829 mm) from the building.

Section 12. This ordinance shall become effective from and after its publication.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2026.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2026.

_____
MAYOR OF SAID CITY

(Seal of the City of
Rochester, Minnesota)

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ROCHESTER PUBLIC UTILITIES
WE PLEDGE, WE DELIVER

RESOLUTION

BE IT RESOLVED by the Public Utility Board of the City of Rochester to Adopt a resolution formally recommending that the Rochester City Council approve the Joint Development Agreement (JDA) for Rochester Public Utilities' participation in the Mankato to Mississippi River Transmission Project at an ownership level of $28,884,000, plus a 15% contingency of $4,332,600, for a total authorized amount of $33,216,600 and that the Rochester City Council delegate authority to the RPU project manager to perform the acts to execute the project.

BE IT FUTHER RESOLVED by the Public Utility Board of the City of Rochester to recommend that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve any final non-material changes to the JDA prior to execution.

BE IT FUTHER RESOLVED by the Public Utility Board of the City of Rochester to also recommend that the City Council delegate to the RPU General Manager and the Rochester City Attorney the authority to approve the execution of all future amended and restated December 2012 CapX2020 operating agreements required to incorporate the Mankato to Mississippi River Project facilities, including but not limited to the Joint Cooperation Agreement, Transmission Capacity Exchange Agreement, Transmission-to-Transmission Interconnection Agreement, Project Participation Agreement, Minnesota Construction Management Agreement, and the Minnesota Operation and Maintenance Agreement.

PASSED AND ADOPTED BY THE PUBLIC UTILITY BOARD OF THE CITY OF

ROCHESTER, MINNESOTA, THIS 16th DAY OF December 2025.

Signed by:
Malachi McMillus
F695D0AF86AF478...
PRESIDENT

Signed by:
Erin Henry-Loftus
3A874B47A9E8412...
SECRETARY

12/17/2025 | 7:51:08 CST